



EIGHTEENTH  
REPORT  
OF THE  
DIRECTORS  
OF THE  
AFRICAN INSTITUTION,

READ AT THE ANNUAL GENERAL MEETING, HELD  
ON THE 11<sup>th</sup> DAY OF MAY, 1824.

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WITH AN  
APPENDIX AND A SUPPLEMENT.

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LONDON:

PRINTED BY ELLERTON AND HENDERSON,  
*Gough Square, Fleet Street.*

SOLD BY J. HATCHARD AND SON, BOOKSELLERS AND  
PUBLISHERS, 187, PICCADILLY.

1824.

*Price 4s.*

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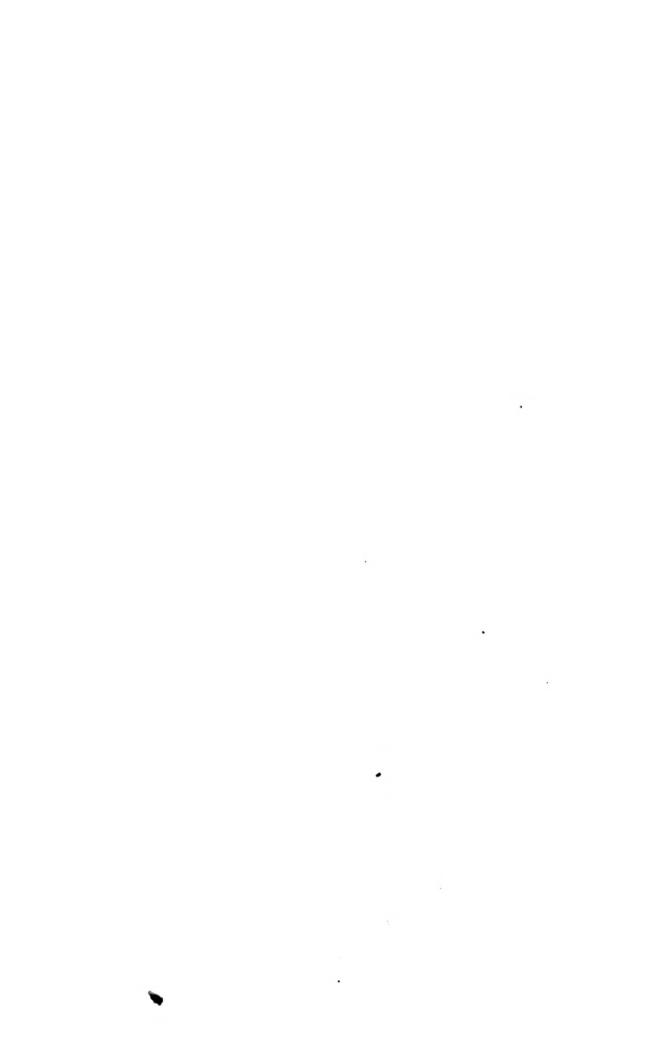
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*At a General Meeting of the Members of the  
AFRICAN INSTITUTION, held in the Free-  
masons' Hall, on Tuesday the 11th day of May,  
1824 ;*

PRESENT :

THE MOST NOBLE  
THE MARQUIS OF LANSDOWNE, V. P.,

*In the Chair :*

*THE ANNUAL REPORT, prepared by the Directors,  
having been read by the Secretary, it was moved by the Right  
Hon. Lord Calthorpe, seconded by the Right Hon. Lord  
Hervey, and*

*Resolved unanimously,*

That the thanks of this Meeting be given to the Directors, for their management of the affairs of the Institution during the past year, and for the interesting Report which has now been read ; and that they be requested to print the substance thereof.

*Daniel Sykes, Esq., M. P., moved the election of Directors and Auditors for the ensuing year. His motion was seconded by John Gurney, Esq., and carried unanimously.*

*On the motion of John Joseph Gurney, Esq., seconded by Sir Robert Harry Inglis, Bart., M. P., it was*

*Resolved unanimously,*

That this Meeting have heard with peculiar satisfaction, that the two greatest maritime nations in the world, Great Britain and the United States of America, have at length united in affixing the merited brand and punishment

of piracy to the Slave Trade; and they trust that the effect of this high and influential example, will be the speedy and universal extinction of that nefarious traffic.

[The MARQUIS OF LANSDOWNE having left the Chair, it was taken by the Right Hon. LORD GAMBIER.]

*On the motion of Thomas Fowell Buxton, Esq., M. P., seconded by the Rev. J. W. Cunningham, it was*

*Resolved unanimously,*

That the heartfelt thanks of this Meeting be given to his Royal Highness the DUKE OF GLOUCESTER, the Patron and President of this Institution, for the fostering care and unwearied personal attention which his Royal Highness has so uniformly afforded to the concerns of this Institution.

*On the motion of the Hon. Baptist Noel, seconded by William Evans, Esq., M. P., it was*

*Resolved unanimously,*

That the most sincere thanks of this Meeting be given to the Most Noble the MARQUIS OF LANSDOWNE, and to the Right Hon. the LORD GAMBIER, for their able conduct in the Chair this day, and for their unremitting and able exertions in the great cause of humanity in which this Institution is engaged.

The Meeting, which was most respectably and numerously attended, then adjourned.

# EIGHTEENTH REPORT,

&c. &c.

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**AT** the very close of the last Session, in compliance with an Address moved by Mr. Wilberforce, a large mass of papers on the subject of the Foreign Slave-Trade was laid before Parliament. The Directors will endeavour to compress into as brief a space as possible the most material parts of the information which these papers convey, and which may not have been anticipated in their last Report ; combining with it, as they proceed, any fresh intelligence which may have reached them.

## NETHERLANDS.

The last Report contained an additional Treaty, signed at Brussels on the 31st of December 1822, for more effectually suppressing the Dutch Slave-Trade. Its provisions are highly important, giving to our cruizers a right of seizing Dutch ships, not only when they have

slaves actually on board, or when they have had them on board but have landed them in order to elude capture, but when they are found, within certain limits, with an outfit and equipment which shew them to be *intended* for the Slave Trade. Much of the correspondence between our Government and the Court of the Netherlands is occupied with this subject, and with remonstrances respecting the supineness of the Government of Surinam, in preventing the fraudulent introduction of slaves into that colony. The communications from our Commissioner there are filled with statements of such illicit slave-trading, and of the indisposition of the local authorities to co-operate in suppressing it. More than four years were suffered to elapse before the Dutch Commissioner could be induced to agree upon the preliminary point, of the proper forms of process to be observed in the Mixed Commission Court. The following extract of a letter from Mr. Lefroy, the British Commissioner, will illustrate the general spirit in which the Dutch functionaries on both sides of the Atlantic have hitherto proceeded.

“Your Lordship has well observed, in a letter to the Earl of Clancarty, dated the 21st March 1821, and printed in the Parliamentary Papers, ‘that the continuance of this horrible trade, or its abolition, within the dominions of the Nether-

lands Government, to which his Netherlands Majesty is solemnly pledged by treaty, depends entirely upon the tenor of the orders which they may send out to their colonial possessions; but the treaty has now been concluded nearly five years, and (excepting in my present colleague, M. Lammens, who is but just appointed, and is scrupulous of interfering with the duties of the Executive Government here,) I cannot perceive in any other of the Surinam officers of his Netherlands Majesty, either civil or military, the slightest appearance of any peremptory orders in the *bond fide* spirit of the treaty. So far from cordially co-operating with me, if any good has been effected since I have been here, it has been effected only by the most irksome and continuous extra-judicial importunity on my part, which ought not to have been necessary, and at the utmost expense possible of trouble and expostulation to your Lordship, and his Majesty's Ambassador in Holland\*."

Under these circumstances, it was to be expected that a proposal to institute a Registry of Slaves in Surinam should have been received with coldness, and, in fact, wholly eluded. It is but justice, however, to state, that the zeal

\* Parliamentary Papers, Class B, p. 136.

and earnestness with which the interests of humanity are prosecuted, throughout the whole of this correspondence, by the British Minister for Foreign Affairs, the British Ambassador at Brussels, and the British Judge of the Mixed Commission Court at Surinam, form a remarkable contrast to the coldness and indifference with which their efforts have been met\*.

#### SPAIN.

It is now made the law of Spain, that all captains, masters, and pilots of Spanish vessels, who purchase Negroes on the coast of Africa, or introduce them into any part of the Spanish monarchy, or are found with slaves on board their vessels, shall lose their vessels, and be sentenced to ten years' hard labour on the public works. It is to be regretted that these penalties should be so limited in their operation. They ought to extend to all Spanish subjects engaged in the Slave Trade, as principals or agents.

The letters of the British Commissioners at the Havannah, however, clearly shew, that, notwithstanding this law, nothing has been effectually done to prevent the importation of slaves into the island of Cuba. "In the present defective state of the Spanish law," they

\* See Appendix A.

say, writing on the 22d of July 1822, "it is not surprising that such transactions should be carried on with impunity. Your Lordship is aware, that the Decree of his Catholic Majesty, issued in consequence of our Slave-trade Treaty, is conceived in the most loose and vague terms. Its execution is not committed to any particular department, and is therefore neglected by all. And, above all, no reward is offered to the informer: so that, in this contraband traffic which is the most easily carried on, and in the continuation of which almost every man in the island is interested, no recompence is granted for its detection, although in all other smuggling transactions the judge and the informer both receive considerable shares of the confiscated property. It is probable, therefore, that, so long as the law in question remains unaltered, it will continue, as hitherto, to be a mere dead letter \*."

Again, on the 22d of August 1822: "It is scarcely necessary to point out to your Lordship, how entirely unproductive of any advantage have been the representations which, upon various occasions, we have made to the chief authority of the island. We have been always well received, and redress, as far as it was prac-

\* Parliamentary Papers, Class B, p. 99.

ticable, promised; but the illicit Slave-Trade increases, and is daily carried on more systematically\*.”

Under the date of the 23d of January 1823, they add: “ The illicit traffic of slaves with this island has certainly diminished within the last few months; but we have no hesitation in giving it as our opinion, that this diminution is to be attributed solely to the general distress, as well agricultural as commercial, which has existed here for some time, and by no means to any increased exertions on the part of the authorities for the suppression of the traffic †.”

The importation of slaves into Cuba is chiefly effected under the French and Portuguese flags. But, notwithstanding the risks attending it, and the penal inflictions denounced against it, the Spanish flag also is still employed in this proscribed traffic. And, in proportion to the risks, the desperate audacity of the criminals appears to have increased. They proceed strongly armed, to carry on their work of rapine and blood on the coast; and some of them have not been captured without a severe conflict with the British boats, attended by the loss of lives, and involving all the guilt of murder and piracy.

\* Ibid., p. 101.

† Ibid., p. 105.



The records of the Mixed Commission Court of Sierra Leone, during the year 1822, exhibit six cases of Spanish ships condemned for slave-trading. In addition to these, the Sierra Leone Gazette specifies several Spanish slave-ships which had been detained by his Majesty's cruizers in 1823; and several more, evidently the property of Spaniards, but which were protected from capture by the French flag. One of these cases is thus alluded to in the Sierra Leone Gazette of the 11th Oct. 1823:—

“ In our last we mentioned, that a Spanish vessel, under French colours, was purchasing slaves at Shebar. With the deepest feelings of horror and pain we now have to acquaint our readers, that we have since received information that her anchoring off Shebar has been followed with the usual scenes of blood, inseparable from such a criminal traffic. The natives who reside about forty miles in the interior (the Cossous), being anxious to open a communication with the sea, in order to receive rum, powder, or muskets, on *easy terms*, have accordingly moved down in large numbers, carrying fire and devastation with them. Eight villages have been destroyed: the peaceable inhabitants, who did not perish in the ferocious attacks, have been made slaves; and such as were fit for market were bartered and

sold to the European villain who commands the vessel, who styles himself, sometimes, Monsieur Jonquille, at other times Don Jonquillo." This person, it is added, has, within eighteen months, by means of this nefarious association of the French flag with Spanish interests, shipped off five cargoes from the same spot\*.

#### PORTUGAL.

During the year 1822, thirteen Portuguese slave-ships, having on board upwards of 1700 slaves, were condemned at Sierra Leone, for trading in slaves north of the Line. Some of the cases involved perjuries without end, and atrocities of the most outrageous and revolting kind, and implicated in the guilt attending them Portuguese functionaries on the coast of Africa of the very highest class; and all of the cases afforded proofs of the most reprehensible disregard, on the part of the Brazilian authorities, of the stipulations of the treaties with this country. The licences granted to these ships permitted them, while their destination was declared to be to Africa south of the Line, to visit St. Thomas's, Cameroons, Calabar, &c. which no motive could be assigned for their visiting, but that of carrying on an illicit slave-trade. Nay, the authorities in

\* See Appendix B.

Brazil appear to have concurred with the contrabandists, in giving fictitious names to places north of the Line, borrowed from places south of the Line, for the purpose of deceiving the British cruisers and the Mixed Commission Courts. The name of Molembo, a place south of the Line, to which the Portuguese Slave-Trade is still permitted, has been transferred, for this profligate purpose, to a place near Onim, in the Bight of Benin.

In the case of one vessel, the Conde de Villa Flor, taken with 172 slaves on board, it was fully proved, "that the Governor of Bissao was himself an interested participator in the illegal embarkation of slaves, a certain number of the slaves being his property; some of them being entered in the memoranda as shipped and received from his official residence,—as if all decency was cast off from the Government of the settlement." Such is the strong, but most appropriate, language of the Judge of the Mixed Commission Court. The examinations in this case develop the most complicated tissue of fraudulent expedients for defeating the ends of justice;—among them, fabricated log-books, exhibiting a voyage from the Brazils to Cabenda, by way of the Cape de Verds, when the real destination was Bissao; and schedules pointing out the bribes by which the connivance of the

Judge, Governor, &c. was to be secured at the port of discharge in the Brazils. This vessel had already made several very successful and gainful voyages under the shelter of these ingenious expedients. The owner, in one of his letters, declared his intention of putting an end, by this voyage, to his course of slave-trading, as, “provided,” he says, “that it were the pleasure of the Almighty that every thing should be placed in safety, they would have reaped a good harvest.” In consequence, it may be presumed, of his capture on this occasion, which prevented his gathering the fruits he had anticipated, he appears, by the *Sierra Leone Gazette*, to have returned to the coast in the succeeding year, and to have successfully effected another voyage.

The Directors will give the particulars of only one other case.

The Portuguese schooner-boat, *San Jose Xalaça*, belonging to a lady of Prince's Island, the daughter of Gomez, formerly the Governor and still a member of the governing Junta of that island, though only of the burden of seven tons, was sent to Calabar for slaves. Thirty slaves were purchased, and, having been put on board the boat, it made sail for Prince's Island. But the voyage proved tedious; provisions began to fail, and the allowance of food was reduced

to one yam daily for two slaves. At last the provisions and water wholly failed. Ten slaves perished; and the whole must have shared their fate, had not the vessel got back to Calabar, after having been six weeks at sea. The surviving slaves were in the most deplorable state of emaciation and wretchedness. Nor was this to be wondered at; for, besides their privations, they were manacled together, and cooped up in a vessel of only seven tons burthen; having no shelter but what could be afforded by the space between the water casks and the deck, a space of seven inches!

Our Government made use of these and other circumstances, as they occurred, to press upon Portugal, with an earnestness that does the highest credit to its zeal in this cause, the necessity of a more vigorous enforcement of her own laws, and of her treaties with this country; but apparently with little effect. Some fresh Articles indeed were at length agreed to, similar to those adopted by Spain and the Netherlands, for enlarging the power of cruisers; but they have not yet been ratified.

On the separation of Brazil from the mother country, Mr. Canning lost no time in representing to the Portuguese Government, that there could now remain no pretence for refusing entirely to abolish the Slave Trade.

It had been prolonged by Portugal solely for the sake of Brazil; and it now only remained to prohibit it entirely, under the Portuguese flag, to the south as well as to the north of the Line. To this application, however, the most peremptory negative was given; and a threat was even held out, that, if Great Britain should proceed on this principle, Portugal would at once consider all her treaties with Great Britain as null and void. The necessity of continuing the traffic was also maintained, on a ground which until now had never been urged, or even heard of, and which is unfounded in point of fact; namely, that the Slave Trade is required for supplying, not Brazil, which, it is now discovered, does not need them, but its other African and Asiatic possessions, with labourers.

What conduct may have been pursued by the Brazilian Government on this subject, is not known; but, undoubtedly, that pursued by Portugal is calculated to produce the most indignant feelings in every humane and liberal mind.

In the year 1822, it appears that 28,246 slaves were imported into Rio de Janeiro alone, from the coast of Africa. The number embarked had been 31,240,—3,484 having died on the passage. In one vessel, containing 492 slaves, 194 had died; in another, containing

631, 213 had died; in a third, containing 418, 215 had died, &c. &c.

The number imported into Bahia, in the same year, was upwards of 8000\*.

## FRANCE.

The largest chapter in this calamitous detail must be given, it is to be feared, to France. The remonstrances to that power have been frequently and urgently, but unavailingly, renewed by Sir Charles Stuart, our Minister at Paris. A few extracts from these remonstrances, while they will prove the vigilance of our Government, and of their Representative at Paris, will afford, at the same time, an instructive view of the manner in which France has fulfilled her engagements. On the 7th of April 1822, he thus addresses the Count de Villele:—

“ A succession of fresh outrages renders it again my duty to observe to your Excellency, that the pledge given to his Britannic Majesty by the King of France, for the effectual Abolition of the Slave Trade, remains unredeemed.

“ At a moment when the enactments of the American and Spanish Legislatures have shewn the cordial inclination of those nations to concur in measures for the attainment of an object so important to humanity, the official advices

\* See Appendix C.

received by his Britannic Majesty's Government from Sierra Leone, dated in January, prove that this detestable traffic still exists in full activity on the African coast, covered and protected by the flag of France.

“ During the months of July and August last, the Leeward coast being visited by British cruizers, three French slave-traders, as by the enclosed list, were met with and examined in the Calabar River.

“ At the same period, the River Bonny was found swarming with slave traders; and your Excellency is furnished with a list of the vessels which abused and disgraced the French flag; four having their cargoes on board.

“ On the line of coast between Sierra Leone and Cape Mount, one of his Britannic Majesty's vessels, during a cruize only of ten days, fell in with nine French slave-traders, of which I likewise transmit your Excellency the names.

“ Though these facts sufficiently shew your Excellency the advantage taken of the inadequacy of the regulations of France to put a stop to this odious traffic, there are other cases in which particulars cannot be obtained. Accounts of undoubted authority, and of recent date, from the factory of the Gallinas, state, that, in the course of last summer, three slave-vessels under French colours were lying in



that port ; that a large slave-vessel, fully laden, had sailed from Shebar under the same flag, ten days before ; and that, about the same time, in the River Pongas, a French schooner, M. Dees master, took on board ninety-five slaves ; while, besides the ordinary exportation in large vessels, an extensive carrying trade is kept up with the Cape de Verd Islands, principally by the small craft belonging to Goree and Senegal.

“ There seems, indeed, to be scarcely a spot on that coast, which does not shew traces of the Slave Trade, with all its attendant horrors ; for, the arrival of a slave ship in any of the rivers on the Windward Coast being the signal for war between the natives, the hamlets of the weaker party are burnt, and the miserable survivors carried and sold to the slave traders.

“ It is clearly ascertained, by inquiries made on the spot, and on the adjacent coast, by his Majesty’s cruizers, that the number of slave cargoes taken out of the River Bonny, in the preceding year, amounted actually to one hundred and ninety ; and a similar return from the Calabar, for the like period, made a total, for that river alone, of one hundred and sixty-two.

“ I have received the express commands of the King my master, to address to the Government of his Most Christian Majesty an urgent

representation of these distressing facts, which, if they prove any thing, prove that wherever the French flag appears, protection and impunity are granted to the slave trader; and that the abuse of the laws enacted in France against this traffic, notwithstanding the allegations of the party disposed to encourage the mischief, afford practical examples of the consequences which must result from this evil, by occasioning encroachments on the territories of friendly powers in Africa, and exciting bloody wars among the natives.

“ The magnitude of the evil must compel the French Government now to determine, whether they will refuse to execute their engagements, and sit down under the imputation of being the power to whom all those interested in such a cause turn their eyes as the avowed protector of this commerce; or vindicate their character for good faith and humanity in the eyes of the rest of the world, by assimilating their legislation to that of those countries which have the greatest interest in maritime and colonial affairs \*.”

Similar remonstrances were subsequently made; and, in particular, the remarkable fact was pointed out to the French Government, that,

\* Parliamentary Papers, Class A., p. 117.

notwithstanding all the professions that had been made of a desire to repress the Slave Trade, the Commodore Mauduit Du Plessis, commanding the French naval force on the coast of Africa, had declared that he had no instructions from his superiors which authorized him to seize any French vessels, though manifestly intended for the Slave Trade, which had not slaves actually on board.

The replies of the French Minister to these remonstrances are particularly deserving of notice. They will be found to be any thing but satisfactory. In October 1822, M. de Villele remarks; "Up to the present time, the King's Government had imagined that it had sufficiently proved the firm resolution it had always entertained, of repressing that odious traffic. The severity which it has displayed, whenever it has been possible to bring it to conviction, would appear to remove all doubt on this subject. In this respect, I shall therefore abstain from enlarging upon the refutation of allegations, which, I repeat, are already sufficiently disproved, no less by its actions than by its well known resolutions. I do not deny that certain avaricious speculators may have risked such expeditions in defiance of the laws; but these are only infractions, such as no Government can altogether

prevent; and perhaps it might not be impossible for me to discover, even in England itself, more or less recent instances of this nature. The King's Government has been neither less active nor less severe than the English Government, in detecting and punishing them. The measures which it has taken in this respect are such as it has judged necessary to ensure, in the most effectual manner, the execution of its own arrangements with regard to an object the importance of which it duly appreciates\*."

Again, on the 22d of November 1822: "I have received, with the letter which your Excellency did me the honour to address to me, the list of vessels which appear to have been engaged in the Slave Trade during the first months of the present year. It must be confessed, that among them are to be found certain French vessels, though they never form the majority. This circumstance, which, doubtless, has not escaped your Excellency's notice, will serve to convince you that the King's Government is not neglectful of any measures of surveillance which lie within its power, in order to repress this odious traffic. Several severe examples which have been made, and punishments which have been decreed against those who have engaged therein;

\* Ibid. Class A, p. 132.

have already proved that the French Government is no less earnest on the subject than that of England."

"I have lost no time in submitting to the Minister of Marine the observations which your Excellency transmitted to me, relative to the measures adopted in England with respect to such vessels as, without actually having slaves on board, shall appear by their construction to be intended for this kind of trade. I doubt not that these measures will receive a strict examination on the part of the Marquis de Clermont-Tonnerre, since they may be made to promote the means of repression\*."

A few observations seem to be called for by the statements of M. de Villele.

No one will deny, that in England there is a deep and general feeling adverse to the Slave Trade; that not only naval and revenue officers, but private individuals also, have a powerful motive to vigilance in the large rewards they receive for the discovery of slave-trading transactions; and that voluntary associations exist for the suppression of this traffic, composed of men little likely to slumber over the infraction of the abolition laws. If, then, under these circumstances, the French Government has

\* Ibid. Class A, p. 134.

been neither less active nor less sincere than the English Government, how has it happened that not one instance of slave-trading under the English flag should have been detected during the last ten years, whilst the instances of French slave-trading should have been absolutely innumerable? How happens it also that, notwithstanding the multiplied proofs which the French Government has had, of the utter inefficacy of the present laws in repressing the Slave Trade, it should still refuse to affix an infamous punishment to the crime; while in England the crime is assimilated to piracy? And how happens it, lastly, that, while from England not a slave-ship can be shewn to have been fitted out during the last year, indeed for many years previous, it *can* be shewn that from the single port of Nantz no fewer than thirty slave-ships were fitted out, in the course of only a few months of the year 1823, openly, with scarcely an attempt at concealment, and with the full knowledge and participation of multitudes in that port? The details on this subject will be given in another place. Suffice it to say, that slave ships under the French flag still actually swarm upon the African coast; that they carry on their trade there with perfect impunity, being visited even by French cruizers without molestation; and,

that, in consequence of their immunity from British capture, they not only protect extensive interests properly French, but shelter the criminal adventurers of other nations from detection and punishment.

These things have been brought under the notice of the French Government, in all their horrid and disgusting details, and the French Slave-Trade still proceeds as actively as before. A list, indeed, has been exhibited, with a view to repel the imputation of supineness on the part of the French Government, of the prosecutions which have been instituted on account of infractions of the prohibitory laws of France. This list, however, on being carefully examined, will really be found to prove nothing but the inefficacy of those laws, and the enormous extent to which the French Slave-Trade is carried on. It comprises all cases occurring since the prohibition of the Slave Trade by France down to the end of July 1823, and exhibits a total of 49 ships acquitted, 30 condemned, and 31 undecided. The list, however, is obviously most inaccurate, the same ship sometimes appearing under two of the heads; besides which, it may afford some means of appreciating its value, as an exculpatory document, when the meeting is told, that among the vessels *acquitted* are to be found the *Fox*, the *Succès*,

and the notorious *Rodeur*. Even of the thirty vessels condemned, nearly half were condemned at the Isle of Bourbon, through the zeal and activity of that excellent Governor, General Mylius, and were almost all petty traders belonging to the island; and four were vessels seized by British cruizers and sent to French ports, and proceeded against only in consequence of such seizure.

What France will do under these circumstances remains to be seen. No one can doubt for a moment, that it is completely in the power of the French Government to put an end to the Slave Trade if it pleases; but it is no less obvious, that, while the penalties attached to it are merely pecuniary, no degree of vigilance on the part of public functionaries can prevent its being carried on, so long as the profits will pay for insurance. If a law were passed, as has been already often, though most unavailingly, remarked, inflicting an infamous punishment—as the brand, or the galleys—on all who embark capital in this trade, on the agents employed in it, and on the captains and officers of slave ships; and if adequate rewards were given to informers and seizors, there is little doubt that in France, as in England, its suppression would be to a great degree effected. Very few, if any, men of property, and of



respectable standing in society, would be willing to expose themselves to so fearful a risk as that of a trial involving *une peine infamante*; and the trade, instead of being, as now, a cherished and by no means discreditable trade in France, would then be consigned, as it deserves, to the infamy and degradation, as well as the penal inflictions, which follow crimes of the worst description.

But, while the Directors deplore most deeply the course of proceeding pursued by the French Government respecting the Slave Trade, and the failure of every hope which had been encouraged by its reiterated assurances that effectual measures of repression would be adopted, and by its warm professions of attachment to the cause of humanity; they feel, at the same time, the most lively satisfaction in contemplating the interest which the subject begins to excite in France. The Meeting is already aware, that about two years ago a Committee was instituted in Paris for the Abolition of the Slave Trade, consisting of many distinguished individuals. Their proceedings have been marked by an enlightened zeal; and they have been employed in diffusing, from time to time, such information as was likely to awaken a more extensive feeling in favour of the African cause. One measure which they

have adopted, with apparent effect, has been, to publish in a monthly journal large extracts from the Sierra Leone Gazettes, exhibiting a view of the general miseries of the Slave Trade, and of the extent of that portion of it which is carried on under the French flag. A private communication which they have received from the Coast, confirms the fact already adverted to, that the Commodore Mauduit Duplessis had received no instructions to detain any French slave-ships, not actually having slaves on board. The following passage is so remarkable, as confirming this fact, that it deserves to be extracted. "One of my friends," says the writer, "had occasion to see the Commodore during his cruize, who told him, that he knew very well that the French vessels which he had visited, to leeward of Sierra Leone, were designed to carry slaves; but that his orders were, to molest no vessel unless he actually found slaves on board. You will at once see," it is added, "how useless a squadron must be under such orders."

The Abolition Committee of Paris have published various excellent little tracts for general circulation; among others, one entitled "*Cruautés de la Traite des Noirs, ou Relation des Horreurs commis sur les Nègres a bord des Vaisseaux le Rodeur et l'Estelle, extraite du Dis-*

cours de M. le Duc de Broglie ;" and another, translated from a tract of Mr. Clarkson's, entitled "*Le Cri des Africains contre les Européens leurs Oppresseurs ; ou Coup d'Œil sur le Commerce homicide appelé Traite des Noirs.*" They have also translated into French Mr. Buxton's Speech on the 15th May 1823, in the House of Commons, introductory of his motion for the gradual extinction of slavery, with a very able and important prefatory Essay on the State of Colonial Bondage, by M. Charles Coquerel. In addition to this, they have offered a prize of a thousand francs for the best work on the Abolition of the Slave Trade, considered particularly as it regards the interests of France. The different works of the candidates for this prize must be transmitted, before the 1st of July 1824, to the President of the Society, in Paris, Rue Taranne No. 12.

It ought to be mentioned, to the honour of the Royal Institution of France, that a prize had been offered by it for the best poem on the subject of the Abolition of the Slave Trade. The prize was assigned, on the 25th of August last, to M. Chauvet. Another poem, by M. Bignan, is said to have been nearly equal in point of merit \*.

\* See Appendix D.

## SWEDEN.

An instance of a vessel found trading under the Swedish flag, on the African coast, in July 1822, led to a correspondence with the Swedish Government, which has produced a most satisfactory result. A Royal Ordinance, bearing date the 7th of February 1823, has been promulgated by his Swedish Majesty, to the following effect:—

“ We, Charles John, do hereby declare, that, desiring most carefully to maintain the principles which have been adopted by our father, King Charles the Thirteenth of glorious memory, and which are conformable to our own sentiments, against the traffic of slaves, have found it expedient hereby to declare, that Swedish and Norwegian vessels, which shall be employed in the Slave Trade, shall lose, by this contravention of our orders, our royal protection, and that of our officers and functionaries; that we shall see with satisfaction discovered and punished every use which may be made of the Swedish and Norwegian flag, in the prosecution of this odious traffic; and that, in consequence, all vessels which shall be found participating in the Slave Trade under Swedish and Norwegian colours, shall be looked upon as not carrying those colours: which shall hereafter be considered as law.”

In addition to this frank and honourable declaration, the Swedish Monarch has also promised that the most rigid orders shall be given to prevent any fraudulent proceedings from taking place at the Swedish island of St. Bartholomew's, for the purpose of covering slave-trading practices.

A Convention will probably be framed, between this country and Sweden, on the basis of the above proclamation.

#### THE UNITED STATES.

It has now become unnecessary to go at length into the various negotiations which this Government had entered into with the Government of the United States, and which have at length so happily terminated in an agreement to form a treaty, by which the high contracting parties shall mutually bind themselves to treat slave-trading by any of their subjects, under any flag, or in any part of the world, as piracy. In order to facilitate such treaty, laws have already been passed in both countries, imposing the punishment of piracy on the Slave Trade.

It is, indeed, a most gratifying circumstance, as Mr. Canning well observed, " that the two greatest maritime nations in the world should so far compromise their maritime pride, as to act together for the accomplishment of such a

purpose; especially as the realization of this arrangement would probably not be the termination of its benefits. It would be felt, in all future discussions respecting the Slave Trade, that the united remonstrance of such powers would thus receive no small force, in bringing others to a common understanding with them, in support of a virtuous and beneficent confederacy for the universal Abolition of the Slave Trade."

For further information on this interesting subject, the Directors must refer to the Appendix.

The rapid increase of the slave population in the United States, has led the owners of them to make strenuous efforts to obtain fresh markets for their surplus labourers. With this view, it was lately proposed, that the new States of Indiana and Illinois, from which, by their original constitution, slavery was absolutely excluded, should meet in convention, for the purpose of altering their laws in this respect. The proposal excited, throughout the whole range of the United States, a very animated controversy on the comparative advantages of free and slave labour, and several publications which appeared in this country in the course of the last year, have been republished in America. The cause of humanity

and justice has already triumphed in Indiana: the insidious proposal has been there rejected. We trust that it will share a similar fate in Illinois, whose convention was to assemble about this time.

The American colony at Cape Mesurado, on the coast of Africa, has had to encounter many checks; but it is still maintained, and, it is hoped, will eventually succeed\*.

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Having thus given such brief information as the limits of a Report will admit of, respecting the state of the Slave Trade under the different flags of France, Spain, Portugal, the Netherlands, Sweden, and the United States, the Directors will next advert to such facts and observations, connected with the general state of that traffic, as the Parliamentary Documents enable them to lay before the Meeting.

Sir Robert Mends, whose subsequent loss the Directors and the country at large have deeply to deplore, in a letter to the Admiralty, dated the 26th June 1822, makes the following important observations:—

“ The facts which have come to my knowledge, in my opinion, go far to establish this

\* See Appendix E.

point, that the Slave Trade will never be suppressed till the right of search be freely admitted, and every ship found with slaves on board, or evidently engaged in slaving, be liable to condemnation to such ship of war of any nation as may seize her." While the Slave Trade lasts, as a man can readily convert the person of another into cash, "with much less trouble than he could raise the hundredth part of the value by labour," "it gives rise to every sort of dissipation and licentiousness, leading the mind of the more active of the natives away from the less productive and slower pursuits of agriculture and commerce." But, "wherever the traffic in slaves has been checked, the natives appear to have shewn a fair and reasonable desire of cultivating the natural productions of their country. Our resident officers and merchants agree in asserting, that these would be raised to any extent for which a market could be found. I presume this is as much as could be expected from any people in a state of nature."

"I am informed, it is almost impossible to credit the extent to which the Slave Trade has been carried on in the Bonny; there having actually sailed from that river, between the months of July and November last year, 126 slave vessels, eighty-six of which were French,



and the others Spaniards. Six of them were heavyvessels:—one, a frigate-built ship, mounting 28 twenty-four pounders, long guns, and carronades; 200 men, English, American, and Spaniards;—a corvette of 26 guns, twenty-four pounders, long guns; 150 men;—corvette of 20 guns, thirty-two pounders; 120 men;—corvette of 16 guns, twenty-four pounders, carronades; 96 men;—a brig of 18 thirty-two pounders; 100 men;—and a brig of 16 guns; 60 men, all Portuguese and Spaniards.

“ An immense number have already sailed this year; and I find many more are expected, and have ascertained, from good authority, that they will generally be under the French flag—that is, they sail, with their slaving cargoes on board, from the Havannah, to a port in France, and there clear out, come to this coast under the pretence of purchasing palm oil and ivory, ship their slaves, and return to the coasts of Cuba thus inhumanly laden.”

“ By the annexed boarding list, it will appear to their Lordships, that, within a very short period, the ships of war on this coast have boarded forty-five vessels engaged in the Slave Trade; viz.

French .....	19
Portuguese .....	19
Spanish .....	6
Swedish .....	1
	<hr/>
Total	45
	<hr/>

Of which, sixteen were captured, having on board 2,481 slaves. These are facts substantiated by unquestionable proofs; and shew, beyond the possibility of doubt or contradiction, the preponderance of France and Portugal in this traffic."

"I have not heard of either American or Dutch ships being on the coast engaged in the traffic of slaves; if they be at all, it is not frequently, and they are well covered; but I am given to understand, from good authority, that in the Brazils, especially at Bahia, ships' papers are manufactured with great facility, and that every vessel, which puts to sea from that port, has generally French, Spanish, and Portuguese papers, colours, and captains."

"Their Lordships being already acquainted with the desperate attack made by the French and Spanish slave-ships in the river Bonny, in last April, on the boats of this ship and the Myrmidon, which ended in the capture of the whole of those ships; I feel it incumbent on me to mention a combination said to be

entered into, by the officers and crews of the whole of those vessels, by which they bound themselves to put to death every English officer or man, belonging to the Navy, who might fall into their hands on the coast of Africa. This was in perfect unison with all and every thing which the slave-dealing has engendered. Of a similar nature was the agreement between the Spanish captains and their seaman; the latter binding themselves *blindly to obey every order, of whatever nature it might be*, and, in case of the vessel being taken, not to receive any wages. Such is the depravity to which this Slave Trade debases the mind and the character of the desperate banditti engaged in it. These outlaws and robbers assume any flag, as best suits their purpose at the time; and would equally trample on the Lilly that protects them, as on the Crucifix which they impiously carry in their bosoms.

“ It is needless, Sir, to swell this Report with repeated instances of the cruelty and savage feeling to which this trade gives rise, in every shape of cool premeditated murder and shameless atrocity which avarice and a total disregard for the victims of it can suggest, as it best suits interested purposes. This has been laid before the world by writers perfectly competent

to the subject. Nor let it be supposed, that any description of it has been too animated ; it is impossible it could be so. It is necessary to visit a slave-ship, to know what the trade is.”  
“ Wherever this baneful trade exists, the civil arts of life recede, commerce disappears, and man becomes doubly ferocious. It is scarcely to be believed, that an attempt was made to blow up a vessel, with upwards of 300 slaves on board, almost all of them in irons, by her crew hanging a lighted match over the magazine, when they abandoned her in their boats, and the Iphigenia took possession of her. Were this a solitary instance of the feeling which it elicits, it ought of itself to induce every European Government to take effectual measures for its suppression ; but, while succeeding years only bring forward a repetition of similar deeds, varied alone in form and guilt, hypocrisy itself scarcely dares to couple the name of Christian with that of its protectors.”

“ In bringing this Report to a close, it would afford me much real satisfaction, were I enabled, from what I have seen and heard on the Coast of Africa, to hold out to their Lordships any idea of the Slave Trade appearing to diminish : the reverse is, I believe, the fact ; for it is seen with fearless impudence establishing itself throughout immense territories, in open

defiance of every restraint, particularly by the subjects of France, Spain, and Portugal, whose ships engaged in it are numerous beyond belief; and many of the former, if not the greater part, commanded by officers of the navy, who delight in appearing in their naval uniforms when visited by the English.

“ To the testimony, therefore, of those officers who have preceded me in this command, I am compelled to add my own, that the traffic in slaves has not decreased; nor do I see how it can, whilst it is supported by European protection, in the most open and avowed manner, and defended by force of arms. Were the British ships employed on this Coast for its suppression, allowed to act with freedom, it would in a short time be so cut up and harassed, as not to make it worth the risk, trouble, and disappointment which would inevitably follow. But, till then, we must submit to the mortification of seeing the anxious hopes of our country on this subject disappointed, and the efforts of the Navy rendered ineffectual\*.”

Further statements respecting the atrocities of this commerce will be found in the Appendix†.

\* Further Papers relating to the Slave Trade, pp. 12, 13.

† See Appendix F.

It appears, however, by more recent accounts from Sierra Leone, that the exertions of our cruizers had produced a greater effect in damping the Slave Trade, than they had themselves anticipated. Both the subsequent communications of the Judges of the Mixed Commission Court, and the statements in the Sierra Leone Gazette at the commencement of the present year, indicate a considerable reduction of the extent of slave-trading, except indeed, in French ships. It is possible, therefore, that the severe losses endured in the preceding year by the Portuguese and Spanish traders, may have led them to seek more generally the shelter of this prostituted flag, which, not content with protecting French interests, is thus made to pander to the rapacity of every miscreant, of whatever nation, who wishes to carry on securely this traffic of desolation and blood \*.

The Directors have still to deplore, that nothing has yet been done to exclude the French slave-traders from the River Gambia, where they continue to carry on their nefarious practices, notwithstanding that, in addition to all the more general prohibitions against the French Slave-Trade, they are debarred by the express

\* See Appendix G.

stipulations of treaty from navigating that river, which was wholly ceded to this country by the treaty of 1782.

The Slave Trade at the Mauritius has been kept in check by the vigilance of Commodore Nourse and Captain Moresby. The latter gallant officer undertook, at the instance of Sir Robert Farquhar, the Governor of the Mauritius, to negotiate a treaty with the Imaum of Muscat, for the abolition of the Slave Trade in his dominions and by his subjects. His mission was attended with complete success. By this treaty, the Imaum engages to abolish the Foreign Slave-Trade for ever in his dominions; to order the seizure of all Arab vessels attempting the Foreign Slave-Trade, and to seize and punish the captain and crew as pirates; to punish all persons serving on board ships dealing in slaves, who do not give information that they have been slave-dealing; to permit British Consuls to reside within his dominions, and to cause to be apprehended any British subjects who may attempt the traffic; and to authorize British cruizers to seize and treat, as they would British ships, all Arab vessels that may be found laden with slaves, if bound to any port out of his dominions. This treaty, of

course, prohibits the exportation of slaves from Zanzibar, hitherto the great slave-mart in that quarter\*.

Radama, the King of Madagascar, appears to have faithfully executed his engagements with the British Government, and to have suppressed all slave-trading in his dominions. The whole of the island, however, does not belong to him. To the north is a chief who does not acknowledge his authority: but he had marched an army to bring him into subjection; and if he succeed, the export of slaves will also be prevented from that quarter†.

There is great reason to believe, from information communicated to the Directors by an officer on that station, that although the direct importation of slaves into the Mauritius is less frequent than it was, yet, by an abuse of the Registry Act, slaves are still indirectly obtained. They are first imported into the remote islands called Seychelles; and, after remaining there for some months employed in cultivating cotton, &c., they are removed under licence to the Mauritius. It will of course be in the power of Government to prevent this abuse, either by giving strict orders to the

\* See Appendix H.

† See Appendix I.



local authorities on the subject, or, if necessary, by modifying the Registry Act\*.

Sir Thomas Stamford Raffles, of whose enlightened and beneyolent zeal in the cause of humanity it is impossible to speak too highly, has communicated to the Board some most important regulations, bearing date the 1st May 1823, for the entire suppression of the Slave Trade, and the extinction of slavery itself, at Singapore. These regulations will be found in the Appendix†.

The Directors are happy to perceive that some improvements have been introduced into the Slave Code of the Cape of Good Hope. The proclamation of the Government on that subject will appear in the Appendix, with such remarks as it may suggest‡.

The accounts received during the last year, of the state and progress of Sierra Leone, are very satisfactory. The trade of the Colony appears to increase, particularly with the interior. The duties collected on goods

\* See Appendix K. † See Appendix L.

‡ See Appendix M.

imported from Europe into the colony had been more in the first three quarters of 1823 than in any preceding year; more, indeed, than in the four years, 1812, 1813, 1814, and 1815; and, if the last quarter of 1823 shall have been as productive as the three preceding quarters, the duties of 1823 will be double those of 1822. It is still more gratifying, however, to witness the rapidly growing intercourse of the Colony with the interior, almost to the banks of the Niger. Caravans of native merchants bring their gold, ivory, and other articles, from Fouta Jallon, and places beyond it, which they barter in the Colony for British merchandise; and merchants of Sierra Leone have occasionally received from 500*l.* to 1000*l.* worth of gold in a single day, in exchange for their goods.

In other respects, also, the Colony is clearly improving. Crime has diminished; cultivation has extended; substantial erections have been multiplied; churches have either been built or are building, in every village; religious institutions have increased; the blessings of education have been more widely diffused; and the influence of Christianity appears to prevail more and more among the inhabitants. Proof to this effect will be found in the Appendix, where will also be found documents to shew

that the reports of the unhealthiness and mortality of the Colony have been exaggerated \*."

The prosperity enjoyed by Sierra Leone has been no less conspicuous at the British settlement of Bathurst on the river Gambia, and also on the Gold Coast. The accounts to the end of last year state, that the improvements on the Gold Coast were proceeding at a rapid rate; and that the schools at Cape Coast, Annamaboe, and Accra, promised benefits of the highest kind to every class of the population. The provisions of British law were made to supersede the superstitious ordeals which had been previously in use at the forts; and the evil of *panyaring*, or seizing and enslaving the person of the debtor, or of any of his relatives or townsmen, for debt, had been checked, and, it may be hoped, will soon be effectually suppressed, by the introduction of the maxims of British jurisprudence.

Under these circumstances, the occurrence of war with the king of the Ashantees has been particularly unfortunate. The occasion of the war is thus stated by Sir Charles MacCarthy, in the General Orders of the 1st of March 1823. "The motives which influenced his Excellency

\* See Appendix N.

in ordering the expedition are well known to every individual on this station. A serjeant of the Royal African Light Infantry, on duty at Annamaboe, was treacherously seized by some villains employed under the direction of the barbarian chief of the Ashantees, within a very few days of solemn protestations of friendship, and receiving, by his messengers, his customary presents; and, after a long and severe confinement, without any communication being addressed to the officer administering the Government, he was infamously murdered by order of that chief, who sent one of his own near relations to superintend the horrid deed, under the shallow pretence that he had spoken ill of the king of the Ashantees inside of the Fort of Annamaboe.”—“ Such an insult to the British name,” Sir C. MacCarthy observes, “ could not be left unpunished.”

An expedition sent out at that time met with some trifling check; but no operations of any moment took place until the beginning of the present year. The reports of what then occurred are of a disastrous description. But the Directors will defer any details on the subject until more authentic intelligence shall have been received.

The commercial intercourse which has been

opened with the interior of Africa, from the different European settlements on the coast, is likely to throw considerable light on its state. Any information of this kind which has been collected, and which bears the appearance of authenticity, the Directors propose to preserve in the Appendix\*. They remark, with pleasure, the continued, and even increased, interest which seems to be taken in the arduous work of exploring the African continent. One traveller, of considerable promise, Mr. Bowdich, has fallen a victim to the climate, just as he was about to proceed from the Gambia on an expedition to the Niger. Mr. Belzoni, so eminently distinguished as a traveller, who had determined on attempting to penetrate to that river and Tombuctoo from the Bight of Benin, and had landed in Benin for that purpose, has unhappily shared the same fate. The most successful enterprize of this description hitherto made, has been that of Major Denman, Lieutenant Clapperton, and Dr. Oudney, who, proceeding southward by the route, formerly taken by Captain Lyon and Mr. Ritchie, of Tripoli and Mourzouk, reached, in February 1823, the capital of the kingdom of Bornou, situated in about twelve degrees and a half of north lati-

\* See Appendix O.

tude, and fourteen degrees of east longitude. From the reports of these travellers, we may shortly expect to obtain much interesting information respecting these hitherto unexplored regions.

The last accounts from Columbia shew, that the great work of emancipating the slaves in that state was proceeding rapidly to its consummation. Slavery cannot endure, at the utmost, beyond the existing generation. The children born since 1818 are all born free; and, besides the effect of various other causes, which have been actively operating there to produce emancipation, the tax which was raised for that specific purpose had already effected the redemption of many adults\*.

Although the African Institution has itself taken no part in the measures which have been adopted, and are still in progress, for the Mitigation and gradual Extinction of Slavery in the British Colonies, the Directors have nevertheless viewed with deep interest the general feeling which has been excited throughout the country on this subject, and which, they cannot doubt, will, in no long time, produce the most important

\* See Appendix P.

and beneficial results. The experience, however, which the Directors have had, in what relates to the Registration of Slaves, has satisfactorily proved to them, that nothing effectual is likely to be done for improving the condition of that unhappy class of persons, while the necessary reforms, instead of being undertaken by Parliament, are left to the colonial assemblies, courts of policy, or councils. The history of the measure of registration is, in this respect, particularly instructive. The Directors were always of opinion, and in their first Report on that subject they fully expressed it, that the work, if left to the Colonial Legislatures, would produce no other result, as experience has shewn, than ostensible and impotent laws; and, in a subsequent Review of those laws, in which their uselessness was fully exposed, they distinctly declared, that, if effectual means should not be taken by Parliament to establish a Slave Registration throughout the colonies, on a uniform plan, and with adequate executory provisions, the plan had better be altogether abandoned. Under these circumstances, the Directors have heard without regret of an intention in the Jamaica Legislature to repeal their own registration law—a law which the Report alluded to shews to be altogether worthless and inefficient.

A Bill, mentioned in the Report of last year, for consolidating the Abolition Laws, brought into Parliament by Dr. Lushington, was thrown out in the House of Lords. It has this year been revived, and is now in its progress through Parliament. One of its objects is to abolish the Inter-colonial Slave-Trade, which is still allowed to survive the general abolition of that traffic, but which, in its nature and effects, is not less cruel, inhuman, and unjust, than that which is carried on with the coast of Africa. To those who wish to acquire just views of this horrid remnant of the ancient Slave-Trade, now pronounced, in all its other modifications, to be felonious and piratical, the Directors would most strongly recommend a perusal of the Appendix No. III. of an admirable work, lately published by a member of their Board, Mr. Stephen, entitled, "The Slavery of the British West-India Colonies delineated;" and which is no less remarkable for the depth of its legal research, and the extent and accuracy of its local knowledge, than for the acuteness of its reasoning, and the impressive power of its eloquence. The public are deeply indebted to Mr. Stephen for this masterly and luminous production.



The Directors have to record, with deep regret, the loss which, in addition to that occasioned by the death of Sir ROBERT MENDS, this Institution has sustained in the untimely death of another gallant officer, Sir GEORGE COLLIER, whose distinguished services in the cause of humanity, while commanding the Naval Force on the Coast of Africa, deserve the highest praise. They have another most painful duty to discharge, in announcing the death of Mr. HARRISON, their late excellent Secretary, whose able, unwearied, and most beneficial services, gratuitously rendered to this Institution during a space of twelve years, have left upon their minds a strong impression of grateful attachment to his memory, accompanied by the most heartfelt regret for his irreparable loss. A deputation of the Board attended his funeral, in order to mark their respect for his character and their gratitude for his exertions, as well as their cordial sympathy with his afflicted family.

It now only remains to lay before the Meeting a statement of the Society's funds, as signed by the Auditors. It is as follows:—

# STATEMENT of the FUNDS of the AFRICAN INSTITUTION on the 31st December 1823.

D <sup>R</sup> .		C <sup>R</sup> .	
	L. s. d.		L. s. d.
To Cash in Hand 31st December 1822, from General Account signed by Henry Dobbs and A. Highmore, jun. ....	88 2 1	By Cash paid for Printing the Seventeenth Annual Report, for sundry other Documents, and also for printing Tracts on the Slave Trade in Paris, &c., Charge for Papers, &c. ....	165 18 7
To Amount of Annual Subscriptions and Donations received during the year .....	907 9 0	By Cash paid for Stationery during the year, for Maps, for Binding various Reports, and Tracts for Foreign Ministers, &c. ....	30 0 6
To Cash received of the Publisher, Balance of his Account for Reports sold, &c. to 31st December 1822	11 5 10	By Cash paid for Hire of the Freemasons' Hall, and for fittings up of the same; for General Meeting, &c. 1823 ..... L. 42 1 6 ..... } Ditto 1829 ..... 43 19 6 ..... }	86 1 0
		By Cash paid for Rent of Offices, Clerk's Salary, and Collector's Commission .....	228 6 8
		By Cash paid current Disbursements, consisting of Charge for Short-hand Writers, Advertisements, Newspapers, Messenger's Wages, Postages, Porterages, Carriage of Parcels, and sundry Expenses, too minute for detail in this statement .....	259 12 6
		By Cash in Hand this Day .....	769 19 3
			236 17 8
			<u>1006 16 11</u>

By Balance of Cash in Hand 31st December 1823 ....  
By Cash in Hands of Sir Sidney Smith, still remaining unaccounted for, as per Account signed by H. Dobbs and A. Highmore, jun. ....

1006 16 11  
236 17 8  
200 0 6  
436 17 8

Examined 29th April, 1824.  
(Signed) A. STERRY, } Auditors.  
H. EW BANK, }

# APPENDIX.

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## A.

### DUTCH SLAVE-TRADE.

1. *Extract of a Letter from Messrs. Gregory and Fitzgerald, to Mr. Secretary Canning, dated Sierra Leone, December 11, 1822.*

“ THE case of the schooner Aurora, taken at the Gallinas, in lat. 7 deg. 2 min. north, long. 11 deg. 37 min. west ; will appear, by the abstract which we have the honour to inclose, to have been founded on a small embarkation of Slaves at a place called Sugaree, which Slaves were subsequently landed and placed in the factory where the Slaves intended for the general supply of the Aurora were kept.

“ After the detention, the captor, Captain Grace, of his Majesty's ship Cyrene, sent a boat with an officer to demand the Slaves collected in the factory for the Aurora ; but the master of that vessel, in conjunction with the master of a French slave-trading vessel, named the Hypolite, then at the Gallinas, and the greater part of the crews of both these vessels, opened a fire on the boat from a wood. The boat's crew returned the fire, and immediately landed ; upon which the assailants retired, abandoning the slave factory, from whence the Slaves had been removed to a place of greater security. The boat's crew pushed on, according to the information received respecting their removal ; and on their approach to the place to which they were directed, a fresh

fire was opened on them from a battery, upon which the masters of the slave-trading vessels had caused three twelve-pounders to be mounted; and by showers of musketry from the woods; the natives having been induced, by the persuasion of those masters, and by the distribution of gunpowder and rum, to take part in these acts of hostility.

“ The party in the boat landed and took the battery, and burnt the native town, but the Slaves sought for had been carried further off: a negotiation was, however, opened by Captain Grace with the native chief; in consequence of which a considerable number of the Slaves were given up, and brought to Sierra Leone with the vessel.

“ On Friday the 29th of November, Major de Marrée, Judge of his Majesty the King of the Netherlands, having previously taken his seat in the Court, the *Aurora* was condemned, by an unanimous judgment, as lawful prize to the crowns of Great Britain and the Netherlands; and all the Slaves brought to the colony on board of her were emancipated.”

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**2. *Extract of a Letter from C. E. Lefroy, Esq., to the Marquis of Londonderry, dated Surinam, May 1, 1822.***

“ On the subject of the process of our Court, I regret to inform your Lordship, that, notwithstanding the repeated importunities of myself and late colleague, the Mixed Court is actually without any process by which it can act, up to this day; the authorities here having refused the English forms of practice, which, in obedience to your Lordship's directions, we pressed upon their adoption as soon as we arrived. The late Dutch judge, Mr. Chagnion was ordered (as we were informed) to arrange a form of proceeding according to the Dutch law; but he having died without discharging that duty, the fulfilment of it devolved of course to his provisional successor under the treaty—viz. our late Governor, Mr. Vaillant, who promised his immediate attention to it, but who has done nothing up to this

day; and I cannot forbear saying, that if his successor persists in the same negative conduct upon the subject of the treaty, in the execution of which I have the honour to be employed, the increase of clandestine importations will, it is to be feared, be nearly, if not fully, commensurate with the restriction of the open traffic. The Slave Trade, it is obvious, is not a practice to be overcome by gentle admonitions, or merely negative prohibitions, or any thing short of the energetic measures pursued by the British Government, conducted as it is by miscreants whose inhuman character no language can adequately designate, and the profits of which are nearly in proportion to the risk; but so far from the authorities of this colony having hitherto made any active use of the means which are in their hands for the suppression of this murderous traffic, I am reluctantly compelled to acquaint your Lordship, that the Comet, Dutch frigate, and Swallow, brig of war, both commissioned under the treaty, and also a brig of war, called the Thetis, maintained at the expense of, and belonging to, the Colony, have been, one or other of them, laying off the town more than once when slave-vessels have been hovering off the mouths of the rivers (and some of which, I have reason to fear, have effected a disembarkation of their cargo), without ever quitting their moorings, instead of cruising occasionally up and down the coast to interrupt or observe them."

The form of process was shortly after arranged.

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3. *Extract of a Letter from C. E. Lefroy, to Joseph Planta, Esq., dated Surinam, October 24, 1822.*

"Inclosed is the copy of the deposition of Cornelius O'Sullivan, lately employed by one of the most desperate slave-traders in this Colony, whose motive for making the disclosure he did to me was a quarrel with his owner; which I mention, because his Excellency the Governor-General (contrary to all English legal and police experience) was

disposed to consider it as quite destructive of his credit, till his relation was happily confirmed by the very opportune arrival of letters (of which the following are copies) from Captain Edwins Rich, of his Majesty's sloop *Bustard*.

"The information which I thus received I immediately communicated to the Governor, and subsequently waited upon him, with Captain Rich in person, to offer him any further information, and also any assistance which Captain Rich could give him (either by taking down to the place where he left the slave-vessel, a party of soldiers, or otherwise), consistently with the limits of his discretion in this service. His Excellency declined any assistance from Captain Rich, but immediately sent down a party of soldiers to the spot; and has since reported to me the result of their inquiries, which is, that the vessels described by Captain Rich had disappeared before their arrival; but that, from the appearance of a Negro encampment upon the shore, there was certainly reason to fear that the slave-vessel had succeeded in disembarking her cargo, which the soldiers traced into the neighbouring bush; but that all their zeal and diligence, as also that of the chief police magistrate of the district, called 'the heimraad' (whom the Governor also ordered to inquire); had been unable to obtain any further information as to the parties concerned in this transaction, or those in whose possession, custody, or power, the Negroes then were."

"I beg to take this opportunity of informing you, that Charles Beverley, the slave-trader, who has been the principal subject of my late despatches, and who lately made his escape from confinement, has again been taken and re-committed to the criminal gaol; but, from what I can learn, it appears that all idea of proceeding against him under the Dutch Abolition-Laws is now given up. I have only further to add, that I have again, since his recaption, renewed my proposal to the Governor, of sending him with the witnesses for trial to an English colony, as a subject of his Britannic Majesty, for a breach of the English Abolition-Laws, which his Excellency continues to decline."

## B.

## SPANISH SLAVE-TRADE.

I. *Extract of a Letter from Mr. Secretary Canning, to Sir William à Court, dated Sept. 30, 1822.*

" I THINK it right to send to you, in order that you may communicate it to the Government of his Catholic Majesty, the accompanying copy of a despatch, dated 24th July 1822, and of its inclosures, from his Majesty's Commissioners, resident at Sierra Leone under the treaty with Spain for repressing the Slave Trade.

" These papers contain details regarding the Spanish schooners Vecua and Icanam, captured in the river Bonny, on the 15th April last, by the boats of his Majesty's ship *Iphigenia*, under a suspicion, which turned out but too true, that the vessels had disgraced the Spanish flag, by an attempt to carry on in that quarter the prohibited traffic in human beings.

" A new and painful aggravation distinguished the enterprise in which the owners of the Vecua and Icanam had embarked : these vessels were armed ; were of considerable force ; and were fitted out plainly and determinately for the purpose of Slave-trading.

" Some circumstances had probably awakened the suspicions of the officer of his Catholic Majesty, who authenticated their passport ; and the Captain was cautioned by him, in an indorsement on the back of the passport, ' to bear in mind the penalties attached to the infringement of the prohibition imposed by the first Article of the Royal Cedula, dated Madrid, 17th December, 1817, on the purchase of Slaves in any place within the range of his destination.'

" But, totally regardless of this humane and honourable

caution, on the part of the proper authorities, the vessels proceeded on their unlawful expedition, and, when met with, had, one of them three hundred, and the other three hundred and eighty, Slaves on board.

“ Each of the vessels mounted ten guns, and was well provided with ammunition of all sorts: their instructions enjoined them to keep company one with the other: the Captain and crew, whose wages were enormous, but who were to abandon all claims in the case of loss or of capture, covenanted by mysterious and illegal engagements, to pursue the object of their voyage ‘with their utmost efforts, even to the last extremity;’ thus in fact assuming the character of pirates, by proposing to act in forcible defiance of the law and of treaty. Nor did they hesitate, in pursuing their object to every extremity; they resisted the legal right of visit by a vessel furnished with competent powers and instructions, according to the treaty between Great Britain and Spain; and, by such resistance, caused the death of two of his Majesty’s subjects, and inflicted wounds on five other British seamen.

“ The gallantry of the crew of the boats belonging to his Majesty’s vessel did, it is true, defeat their combination, after a protracted and severe struggle: but the necessity of discouraging, by the most severe punishment, any repetition of such atrocious proceeding, only becomes the more apparent; and the King trusts that his Catholic Majesty will, therefore, see the urgency of issuing immediate orders to the proper authorities, that the several persons concerned in fitting out and carrying on the piratical voyage of the *Vecua* and *Icanam* shall, whenever they shall set foot on the territory of Spain, be visited with the punishment so justly due to their offences.”

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## *2. From the same to the same, dated October 25, 1822.*

“ I am sorry to have to call your attention to another daring outrage, as detailed in the inclosed papers, committed in the month of August 1821, upon the boats of one of his Ma-



jesty's ships of war, by a Spanish brig and schooner, in the river Bonny.

"It appears that the Caridad and the El Nueve Virgen, laden with Slaves, many of which were in the act of jumping overboard (whether voluntarily or from violence is not ascertained) when the boats of his Majesty's ship Myrmidon hove in sight, —waited until the boats came within pistol shot,—and then commencing a heavy fire of grape and musketry,—severely wounded three officers and one seamen.

"This act of hostile resistance, on the part of a vessel under the Spanish flag, to the visit of a British vessel, which was acting under the treaty between Great Britain and Spain, is similar to the case detailed in my despatch of the 30th ultimo, and proves the necessity of inflicting signal punishment upon the offenders. I desire that you will call upon the Spanish Ministry to give this redress with the promptness and sincerity which the occasion demands."

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3. *Extract of a Letter from Messrs. Gregory and Fitzgerald, to the Marquis of Londonderry, dated Sierra Leone, July 24, 1822.*

"We have the honour to forward to your Lordship an abstract of the case of the schooner Dichosa Estrella, taken under Spanish colours, and brought for adjudication by Captain Knight, of his Majesty's ship Morgiana, under a charge of trading for Slaves, in violation of the treaty between Great Britain and Spain.

"There were on board this vessel French as well as Spanish papers. The Master was a Frenchman, and the log-book was kept in the French language. It is to be inferred, that there was an intention to assume the French national character, if the presence of French cruizers on the coast, when the capture took place, had not rendered such a scheme unavailing. One of these cruizers, the brig L'Huron, visited this vessel while she lay off Trade Town."

*4. Extract of a Letter from the same to the same,  
dated July 24, 1822.*

“The case of the Spanish schooners Vecua and Icanam, of which an abstract is inclosed in this despatch, has a new and painful characteristic in the hostility and violence opposed by those vessels to the boats of his Majesty’s ships Iphigenia and Myrmidon, under the command of Lieutenant Mildmay of the Iphigenia, while these boats were proceeding towards them, with colours displayed, in the full confidence of the peaceful exercise of the legal right of visitation, according to the treaty between his Majesty and the King of Spain for preventing illegal traffic in Slaves.

“This aggression, sufficiently atrocious in itself, was, we regret to state, accompanied and preceded by circumstances which greatly aggravated the criminality of the parties concerned. Three French vessels, at anchor in the same place, were induced to join their fire to that of the Spaniards, and two British seamen were killed, and five wounded, in the conflict, which terminated in the capture of the French vessels as well as of the Spanish.

“These Spanish vessels were of large size, formidably manned and armed; purposely fitted out in order to carry into effect a determination of illegal Slave-Trade by force of arms.

“The officers and crews were pledged by special engagements, and further by large benefits depending altogether upon the success of the enterprise, to make every effort for the defence and assistance of the vessels and cargoes to the last extremity; the seamen were to yield a blind obedience to the orders of the captain without pretending to inquire into his designs. All further claims were renounced in the event of the loss or capture of the vessels.

“These articles of engagement are the same in both these vessels; and they exhibit so distinctly and so forcibly the spirit of lawless violence in which the expedition was fitted out and despatched, that we have thought it our duty to send

copies of them, annexed to the case, for your Lordship's more particular information."

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*5. Extract from the Case of the Spanish Schooner, Josefa, condemned at Sierra Leone, in Dec. 1822.*

"The Spanish schooner Josefa (alias Maracayera), Joseph Moyano, master and part owner, was taken on the 19th of August, off Bonny, in lat. 3 N. long. 6, 35 East, by his Majesty's ship Driver, Captain Wolrige. She had on board at the time of capture two hundred and sixteen Slaves.

"The Josefa sailed from the Havannah, on the 16th of April, with papers for a voyage to the Coast of Africa, for objects of legitimate commerce: ivory and wax, gold-dust, and palm oil, are mentioned among the articles for which the master was to trade.

"The passport is indorsed with an express prohibition against taking any Slaves from the coast, under the most severe penalties of the Royal Orders, and of the Articles of the Code."

"On the 4th of June she came to an anchor in Gallinas roads, where the Captain went on shore with patterns of his goods; but not succeeding in his efforts to establish a trade, probably on account of the full occupation of the market by a French brig and schooner, to which another schooner of the same nation was added in a day or two after, the Josefa sailed again on the 8th. Passing down the coast, the master landed again at Grand Bassa, and subsequently at Trade Town; where it was found, according to an entry in the log-book, impracticable to hold the trade. One or two schooners, apparently French, were hovering off these places. From Trade Town, the Josefa ran directly to Bonny, where she anchored on the 30th of June; arrangements for obtaining a cargo of Slaves were commenced on the first days of July, and continued until the sailing. On the 21st of July, the boats of his Majesty's ship Driver visited the Josefa, and Lieutenant Saumerer endorsed a note of the visit on her principal papers. On the 17th of August, every thing was

in readiness. On the morning of the 18th, the Slaves were embarked, and the vessel sailed. On the same day she was seen and chased by the Driver, and was taken by that vessel on the morning of the 19th."

"The facts of this case being so clearly in violation of the treaty between Great Britain and Spain, the Commissioners, without any remarks, adjudged the vessel to be condemned as a lawful prize to the two crowns, and the Slaves on board of her to be emancipated.

"The Slaves on board the Josefa were all males, and, with the exception of a very few, all full grown men. Mr. Gregory having questioned the second mate concerning the cause of this extraordinary fact, the answer was, that they were intended for the coffee plantations, for which males were better adapted."

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6. *Extract of a Letter from Messrs. Kilbee and Jameson, to W. R. Hamilton, Esq., dated from the Savannah, March 3, 1822.*

"The communications hitherto made to you by his Majesty's Commissary Judge, which have occasioned representations to the Spanish Government, have been confined to the cases of open violations of our treaty, which the authorities have thought themselves justified in permitting. Such transactions, however, are now no longer likely to recur, every pretext for them being done away by the orders lately issued by the Government in Spain to carry punctually into effect the stipulations of that treaty. The cases upon which hereafter we shall have to report will probably be those of illicit traffic, of which we must presume the Government here to be ignorant. Upon such cases it will be very difficult for us to obtain correct information, isolated as we are, and unconnected with both the agricultural and commercial classes. Every man considers it to be his interest to conceal from us all information upon this subject. Loose and vague reports we may collect; but we think it incumbent upon us to state, explicitly, that, from experience, we know it will be

extremely difficult for us to obtain correct and precise information: we shall however, in obedience to your instructions, do all in our power to obtain information upon the subject of illicit traffic of Slaves, and transmit the same to his Majesty's Government; but we have thought it right to make the foregoing observations, in order that you may be aware of the difficulties of the situation in which we are placed, and that you should not be disappointed if our utmost exertions are not attended with the results so earnestly desired by our Government and ourselves."

" August 2, 1822.

" We have had an opportunity of conversing with the new Captain-General, Kindelan, upon the subject of the illicit traffic in Slaves still carried on throughout this island."

" We mentioned the suspicious cases of the French vessels stated in our despatch of 22d July, the notoriety of Negroes being continually landed upon different parts of the coast, and the fact that there were then actually Slaves for sale at the Barracones, or depôts, outside the town.

" Général Kindelan, in reply, stated, that with respect to the French vessels, although they were very suspicious cases, he had no means of acquiring proofs of their having been engaged in the illicit traffic of Slaves: he admitted the notoriety of Negroes being landed on the coasts, but stated the impossibility of the Government being able to guard against that species of illicit traffic, considering the great extent of the coast of the island, and the few ports at which there were authorities residing:—he added that his jurisdiction as Civil Chief did not extend all over the island, but was confined to the province of the Havannah.

" With respect to the circumstance of Negroes being actually on sale at the Barracones, he promised to put a stop to such a scandalous violation of treaty; and he concluded by assuring us, generally, that, so long as he remained in possession of the chief authority, he would do all in his power to put an end to illicit traffic in Slaves.

" It is scarcely necessary to point out to your Lordship

how entirely unproductive of any advantage have been the representations which, upon various occasions, we have made to the chief authority of the island. We have been always well received, and redress, as far as it was practicable, promised; but the illicit Slave-Trade increases, and is daily carried on more systematically. The first alarm at the danger of the Negroes being declared free is gradually passing away; and the failure of the attempt of the Count Torreno to render more effectual the law respecting the abolition, together with the little interest manifested by the Government upon the subject, has generally given rise to the opinion that the Spanish Nation and Government are very indifferent about it, or do not dare, in the present state of their American possessions, to offend the only colony which has remained tranquil and faithful, by enforcing the execution of a measure which is in the highest degree unpopular. We have no hesitation in giving it as our opinion, that, but for the large stock of Negroes imported during the three years previous to the abolition, and the present very low price of sugar, the Slave Trade would, at this moment, be as brisk and extensive as during any period whatever.

"Such a state of things existing before our eyes, is most painful and mortifying to us; but your Lordship is aware that every thing, consistent with our powers and instructions, has been done on our part to put a stop to it."

"August 30, 1822.

"We are happy to have an opportunity of reporting to your Lordship a case in which the present local Government here has manifested a disposition to check illicit traffic in Slaves.

"On the 9th instant, the American brig Eros, J. Demeron, master, entered this port from Baltimore, having on board forty-two Negroes. She was said to be bound to New Orleans, and to have come in here in distress. It is, however, generally believed that the Negroes were intended to have been disposed of at this place, if that could have been done with advantage to the proprietor.

"As soon as the Captain-General was apprised of the circumstance of Negroes being on board of this vessel, he ordered her to put to sea with the least delay possible, and directed that a guard should be sent on board, in order to prevent the Negroes from being landed, and maintained at her expense, during her stay in this port. The vessel sailed again for New Orleans, with the forty-two Negroes on board, on the 11th instant.

"The Captain-General has likewise put a stop to the shameful practice which existed of selling Negroes at the Barracones, or depots, outside the town, as stated in our last despatch; but we do not understand that any steps have been taken for the punishment of those who had thus violated the laws of this country and the treaty."

"September 26, 1822.

"On the 13th instant, the French schooner Marie, H. Guyot, master, entered this port from the coast of Africa, with one hundred and seventy-six Negroes. The master stated, that his destination was Martinique; but that, having been chased by a pirate, he had been obliged to alter his course and enter this port.

"This improbable story is, of course, utterly unworthy of credit, and was framed for the purpose of furnishing an excuse for a slave-ship entering this port, where the master hoped to be able to dispose of his cargo. The vessel, however, was ordered to leave the harbour as soon as possible, and a guard of soldiers was put on board, to prevent the Negroes from being landed, until the departure of the vessel, which took place on the following day, when she sailed avowedly for Martinique.

"Within these few days we have learnt, with great regret, that Negroes have been again exposed for sale at the Barracones outside the town; and there is too much reason to believe that they formed the cargo of the above-mentioned French schooner, having been probably landed on the coast shortly after their departure from this harbour, and marched by night to the Barracones."

## C.

## PORTUGUESE SLAVE-TRADE.

1. *Extract of a Letter from H. Chamberlain, Esq., to the Marquis of Londonderry, dated Rio de Janeiro, July 3, 1822.*

"I REGRET to have to state to your Lordship, that the trade in Slaves to the north of the Line continues to be successfully carried on by the shipping from Bahia, whose merchants have lately begun to supply this place with Negroes from Calabar, and other countries in that part of Africa.

"Two vessels, the Desengano, and Toninha, have arrived here from Bahia, with six hundred and forty-six Slaves of this description: and I write to Mr. Consul Pennell, by this conveyance, desiring him to ascertain all the particulars of the transaction; especially whether these unhappy beings were landed at Bahia, and sold there; and to forward to your Lordship a report of whatever he may learn respecting them. I am given to understand that, for the purpose of concealing the place upon the coast where this nefarious traffic is carried on, the vessels employed in it clear out for 'New Molembo,' which is in fact no other than a new name for the old port of 'Onim.'"

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2. *Letter from Mr. Secretary Canning to E. M. Ward, Esq., dated October 31, 1822.*

"The Colonial Department of his Majesty's Government has transmitted to this office a Letter from Sir Charles MacCarthy, Governor of Sierra Leone, accompanied with a Memorandum of the state of the Slave Trade on the coast of Africa, and with a list of the ships detained or visited by the Commander of his Majesty's brig Thistle, in a cruise of seven days.



“ It therein appears, that the trade in Slaves is carried on with great activity, and with increased cruelty, under the flag of Portugal; notwithstanding the principles which the Portuguese Government has professed upon this question; and the engagements which it has contracted to mitigate the miseries inflicted upon the inhabitants of Africa, by the continuance of this traffic. I have particularly to call your attention to the case of the San José de Xalaça, as described in these papers.—Thirty Slaves were in this instance stowed on board a vessel of only seven tons burthen; ten of them were starved to death, and a female Slave, rendered delirious by hunger, was flogged until she died. You will remark that the San José de Xalaça belonged to the daughter of Mr. Gomez, who was formerly Governor of Princes Island, and is still a Member of the Council of that settlement.

“ It is stated also, that the Governors of the Portuguese Establishments, along the whole line from Cape de Verd to St. Thomas, all participate in this traffic; and the accusation is corroborated by the number of Portuguese vessels which openly carry on the Slave Trade from those settlements.

“ I inclose to you the copy of a communication, dated August 26, 1822, from his Majesty's Consul at Bahia, upon the subject of the ships Toninha and Desengano, employed in carrying from Bahia to Rio de Janeiro, Slaves supposed to be natives of Africa, north of the Line, and of which mention was made in my despatch of the 30th September.

“ From all these communications, it is but too clear, that, in spite of all professions and engagements, passports for trading to the southward of the Line are granted without sufficient caution; and are become in fact little more than matters of form, the observance of which is neither enforced nor expected.

“ It is no less clear that subjects of Portugal, engaged in the legal branch of the trade, infringe without compunction, and without danger of punishment, the rules which have been prescribed by treaty for the regulation of this tolerated traffic; and it is clear that official persons in the Colonies,

both engage in the illegal trade, and connive at it, without being called to account for their conduct.

“ You will earnestly urge upon the Portuguese Government, the consideration of all these scandalous abuses ; and you will express in strong terms, the feelings of disgust and indignation, which are growing up every day in England, and in Europe, at the apparent determination of Portugal, not only to foster and encourage, to an extent never practised heretofore, the unprohibited Slave-Trade, but to connive at every infraction of the treaties by which that abominable traffic has been lessened or restrained.”

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3. *Extract of a Letter from E. M. Ward, Esq., to Mr. Secretary Canning, dated Lisbon, Dec. 18, 1822.*

“ It is with regret, though not with surprise, since my conversation with M. Pinheiro, alluded to in my despatch of the 30th ultimo, that I have now to announce his refusal to sign the additional article to the Slave-Trade Treaty of 28th July 1817, having for object the prevention of the mode adopted by the slavers for eluding the vigilance of our cruisers, by putting the unfortunate beings temporarily on shore on their approach.

“ His Excellency, to whom, shortly after the receipt of your orders upon the subject, I had read over the draft of the article proposed, then approved entirely of it ; and it appeared as if no delay or difficulty would oppose its signature, as soon as I should receive powers to that effect.

“ In the interval which occurred before the arrival of these, I received the instructions by which I was authorised to announce the determination of his Majesty's Government to consider the Brazils, whilst remaining in fact independent of Portugal, as being also removed from the operation of the Convention of July 1817, which was undoubtedly framed with reference solely to the union between the two portions of the monarchy.”

“ Signor Pinheiro denies the treaty in question to have been framed with reference to the Brazils only. The Por-

tuguese possessions in Asia and Africa, are those, he says, which would be most radically affected by the total abolition of Slave-trading.

"Brazil, he allows, by having already a large supply of Negroes, could, by ameliorating their treatment, and paying attention to their increase, always keep up a sufficient number for the purposes of labour; but their African settlements would, by the abolition, be plunged into irretrievable ruin.

"This appears to assume grounds for opposing the discontinuance of the traffic; which, however, they may have weighed in secret with the Portuguese Government, have not, I think as yet, been openly put forward.

"The impossibility of finding beings whose constitutions were strong enough to enable them to labour and resist the effects of climate in some countries of America; and the want of population for carrying on the cultivation of some of the most fertile, and more salubrious parts of others, has hitherto been the ostensible argument for permitting the continuance of a system of violence and cruelty, which, abstractedly considered, none could venture to uphold.

"But Signor Pinheiro here seems to assert, that it is not the benefit to be derived from the labour of the Slaves, which is the object with his Government, but the profits which result from the employment of capital in the buying and selling their miserable bodies.

"Signor Pinheiro does not confine himself to combating the view of the question taken by his Majesty's Government; but menaces, that if Great Britain shall persist in her determination of acting upon that view, Portugal will consider all treaties between the two countries as equally affected by existing circumstances as the one under consideration."

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4. *Extract of a Letter from Messrs. Gregory and Fitzgerald, to the Marquis of Londonderry, dated Sierra Leone, April 30, 1822.*

"We will not trouble your Lordship with the difficulties which arose on the first consideration of the case of the Conde de Villa Flor. After a full deliberation on the whole

of the matters contained in the papers of the vessel, and in the oral depositions, we found, that, by exercising our jurisdiction, the facts in their full extent and enormity would be established beyond the possibility of a question. The documents authenticating them would be indelibly recorded, and placed beyond the reach of abstraction. The whole system of concerted evasion and infraction of the treaties would be made notorious to the world in all its foulness; and the clearness of the conviction, as well as the magnitude of the offence, would raise an irresistible claim for immediate and satisfactory correction."

"Your Lordship will see, in the papers which accompany this despatch, a proof of three successive slave-trading voyages made by the Conde de Villa Flor between Bissao, Cacheo, and Brazil. The first in 1819-20; the second 1820-21; and the third towards the close of the year 1821, the return from which in 1822 was prevented, by the capture on the eve of her intended departure from Bissao.

"In the first of these voyages a fabricated log-book was made out for the return, indicating a voyage from Cabinda. On the second return, that log-book was copied and adapted to the new dates: no other alteration was made except in some slight variation of the ordinary remarks at the bottom of the daily page, so as to give an air of novelty upon a light inspection. There is no doubt that the same original would have been made to furnish materials for another transcript on the return from the third voyage, if the capture had not cut off the opportunity.

"There are also genuine log-books for these voyages, which, although in some respects disguised, are by means of the latitudes and longitudes noted in the meridian observations, and by other unerring proofs, sufficiently indicative and precise in shewing the real port of departure. The conveyance of a cargo of Slaves is expressly mentioned in the log-books professing the voyage to be from Cabinda.

"The master of the Conde de Villa Flor, named Manoel Antonio da Silva Brandao, was also the owner of the vessel: he not only traded in Slaves on his own account, as purchaser

and proprietor, but he also took the Slaves of other persons on freight and commission, to be sold to the best advantage at the port to which he was bound. In one instance, so small an adventure as a single Slave is committed to his care in this way.

“The range of these transactions comprehended the isles of Cape Verd as well as the settlements of Bissao and Cacheo, and that of Geba also. The Signors Coutinho Lancaster, late Governor of the Cape Verde islands, and Correia Berros, late Governor of Cacheo, are personally implicated, as well as the Signor Freire de Andrade, the present Governor of Bissao.

“In the log book for the last outward voyage, the professed destination is from Para to Cabinda, by the way of the isles of Cape Verd (*com escala para ilhas de Cabo Verde*). It is probable that the prior voyages were in the same professed course. From the isles of Cape Verd the ostensible track of navigation towards Cabinda would lead so nearly to Bissao as to permit that port to be entered without impediment, and probably also without notice. The objects of the co-operating traders may then be carried on conjointly at the Cape Verd islands as well as at Bissao, by means of the constant facility of intercourse. For the return voyages fortune must have been trusted, and it appears was trusted successfully, until the arrival of the vessel in those seas, in which the fabricated log-book from Cabinda would be available.

“The principle upon which these false log-books are fabricated, will be seen in the coincidence of the way made in every corresponding hour of each successive day of the pretended voyages: the observations of latitude are made to coincide equally. The fraud is obvious upon comparing one with the other. But without that comparison the one employed for the occasion may pass unsuspected.

“The accesses to Bissao and Cacheo are extremely difficult and dangerous: they are practicable only for vessels of small draft of water; and, even for these, not without the aid of experienced pilots.”

" These local circumstances caused Bissao to be regarded as a secure and unmolested seat for a covert and persevering Slave-Trade. Besides the repeated voyages of the Conde de Villa Flor, the Apollo has been noted, in advices previously received in this colony, as carrying on a regular traffic in Slaves from Bissao and Cacheo by the intermediation of the Cape Verd islands. The Apollo escaped immediately after the capture of the Villa Flora, carrying off her Slaves. She is represented to be a large vessel, capable of carrying a considerable number.

" There is also found among the papers on board the Conde de Villa Flor the log-book of a voyage to Bissao in the spring of 1821, by the schooner Bella de Dros da Morgueiro, the property of Elias Coilho Centra of Pernambuco. This book attracted the notice of his Majesty's Commissioners in a particular manner, as the same person was owner of the Gaviao; and it was found that a person who was enrolled on the original list of the Gaviao as first clerk (Jose Maria de Azevedo), but who, as it was stated in evidence, had left the Gaviao to go on board another vessel belonging to the same owner, acted in that capacity in this voyage on board the Bella de Dros da Morgueiro. No knowledge is furnished by those papers respecting the return voyage of that vessel: but there is every reason to believe that she carried back a cargo of Slaves.

" We do not think it necessary to trouble your Lordship with any further detail of observations. The facts exhibited in the papers will themselves present to your Lordship, in a more satisfactory manner, the influences resulting from them, as well as the measures of reformation necessary to put a stop to the illicit Slave-Trade, proved to be carried on by means of combined arrangements and co-operating parties, at the Cape Verd islands, Bissao, and Cacheo, including persons holding the highest stations, and principally charged with the maintenance of the laws of their country, and of the treaties of their sovereign in each of those places." 11 p.

It appears by a detailed statement of the case of the Conde de Villa Flor, annexed to the above despatch, that one of the

letters found on board (No. 33) "is addressed by Brandao, to Jacinto Antonio Pinhel, his associate or partner at Porto Praya. It would appear that Brandao intended to put an end by this voyage to his slave-trading career, as 'provided that it were the pleasure of the Almighty that every thing should be placed in safety,' they would 'have reaped a good harvest.' His nefarious trade, however, was spoiled by the timely arrival of the British frigate *Iphigenia*, and the harvest that he was about to store was taken from him.

"It would appear that Brandao shipped Slaves at Bissao for Porto Praya, in a sloop named the *Maria de Graça*, commanded by a person named Alfama. The letter, No. 33, mentions, that the sloop would take seventy-four Slaves, if the family of Captain Marcelino, a person who is mentioned in the letter, did not go in her. The memorandum, No. 34, shews, that the sloop made two voyages to some one of the Cape de Verd islands with Slaves: the time is not mentioned.

"On the 22d of February 1822, the *Conde de Villa Flor* was captured at Bissao by boats sent from the British frigate *Iphigenia*, commanded by Sir Robert Mends. The schooner had on board at the time of capture 171 or 172 Slaves.

"The memorandum, No. 35, states 109 Slaves to have been received on board between the 10th of October 1821 and the 28th of January 1822. The Governor of Bissao was the owner of some of the Slaves, as appeared by the depositions of the witnesses who were examined in the case of the vessel.

"The letter, No. 36, relates to six 'pieces' (*pessas*) that were shipped by the writer, Antonio Leger, with the mark N. The six 'pieces' appear under the denomination of Slaves, with the same mark N in the memorandum, No. 35.

"By the letters, No. 37 to No. 41, it appears that Brandao had received, for the account of some persons residing at Porto Praya, a number of Slaves under the denomination of 'pieces' and 'blood wood,' one Slave excepted, who is openly designated a carpenter. Brandao, however, in his answer, No. 38, to the man who sent the carpenter, terms the Slave a 'piece' (*pessa*).

“ The letter, No. 42, terminates the exposure of the actions of Brandao and of his associate, the Governor of Bissao, so far as those actions relate to the Conde de Villa Flor. This letter mentions the fact of the account that existed betwixt them, and that the sloop, Maria da Graça, remained at Bissao, and expresses that the Governor would deliver to her master whatever he, Andrade, could collect towards the liquidation of their account.

“ It is to be regretted, that some letters have been mislaid which would further have served to expose the delinquent acts of the Governors of Bissao and Cacheo. A brig, named the Apollo, commanded by Antonio Daniel Baptista Barros, has been lately a carrier of Slaves betwixt Cacheo and Bissao and Maranham. A person named Joao Perreira Berreto, the writer of the letter, No. 32, and lately residing at Cacheo, appeared to be principally concerned in this vessel. The Apollo was at Cacheo or at Bissao last year for Slaves: she was expected to be at Cacheo again in January 1822. She is said to be a large brig, capable of receiving a considerable number of Slaves.

“ Luis Freire de Andrade, the Governor of Bissao, appears, by the paper No. 43, to have shipped on board of the Apollo, for the purposes of sale, ten Slaves to the consignment of Antonio Joze Pinto, of Maranham. The letter alluded to in this paper, No. 43, was amongst the mislaid letters: it was signed by Andrade, and was accompanied by an account of the sale of the ten Negroes; which account, it seemed to appear, had been transmitted by Pinto to Andrade.

“ The letters No. 44 to No. 49, further shew slave-trading acts and slave-trading designs on the part of different persons at Para, at Bissao, and at the Cape de Verd islands.”

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5. *Case of the Portuguese Brig, Des de Fevereiro, Joao Vierra da Silva, master, condemned at Sierra Leone, July, 1822.*

“ The brig Des de Fevereiro was taken on the 1st of April 1822, at Appam, on the Gold Coast, in latitude 5 deg. 16



min. north; longitude, 10 min. 13 sec. west, by his Majesty's ship: *Iphigenia*, commanded by Commodore Sir Robert Mends.

"No Slave was proved to be on board at the time of capture; but the captors had information of the collection of a number of Slaves on shore for the vessel, and of the particular embarkation of some others, who were afterwards landed for security until the whole cargo should be ready for shipment.

"The case of the *Des de Fevereiro* is remarkable for the objects of innocent commerce, to the express and distinct exclusion of a trade in Slaves, declared in all those papers; in some of them, indeed, specified so particularly, and expressed so strongly, that the most decisive evidence of actual slave-trading was necessary to counterbalance the favourable appearances which the case presented at his first view.

"The most particular paper, in this view, is a letter from Donna Maria Cerqueira, of Bahia, owner of the ship, and of the principal part of the cargo, addressed to the master, and conveying instructions for his conduct during the voyage. This letter directs the master to proceed directly to the coast of Elmina, where he was to take a canoc for the more convenient despatch of his business. He was then to proceed along the coast, bartering his cargo for gold, ivory, country cloths, and such other articles of African produce as he might think beneficial: he was to come to anchor in any place where the number of canoes coming off should afford promise of a brisk trade. A hope is expressed that the innocence of this commerce will afford security against molestation; but if any evil-disposed cruizer, not regarding that innocence, should, on the pretext of being engaged in illegal Slave-Trade, seize the vessel, and if she should in consequence be condemned at Sierra Leone, the master is directed to enter his protest for the amount of 12,000*l.* sterling, and to take copies of the proceedings, in order that the loss should be recovered from the insurers.

"The master, on his arrival at Elmina, took a canoe, as he was directed, and landed about one half of his cargo.

From Elmina he proceeded to Appam, where the rest of the cargo was landed, and where the transactions took place which led to the seizure of the vessel.

"The principal individuals who came to this colony on board of the Des de Fevereiro, and who were therefore examined in the first instance, were the mate and the cooper.

"The mate denied, in the most absolute manner, that there was any connexion with the Slave Trade.

"The cooper said, that the half of the cargo landed at Elmina, was intended to purchase gold; but the half landed at Appam was intended to purchase Slaves: he did not, however, admit that there was any actual Slave-Trade, and, with respect to a girl brought on board for sale, he said, that the master refused to buy her because she was sickly.

"The captains produced as a witness a person of the name of Duncan, resident at Appam, in the capacity of trading agent to the native chief. This Duncan accompanied the girl here mentioned on board the Des de Fevereiro with her master, one John Cocraf. He proved that the master of the Des de Fevereiro had purchased the girl or taken her in payment of a debt, and that the girl had afterwards been sent on shore, because the captain was afraid of the men of war, and did not wish to have any Slave on board until all were ready.

"Other purchases of Slaves on board were also mentioned by this witness; and special interrogatories having been in consequence put to the mate and cooper, the cooper avowed these purchases severally, stating particular circumstances of the goods given in return, and excusing his former denial by attributing it to the influence and persuasion of the mate. The mate himself persisted in his denial, and attributed Duncan's statement to the desire of getting rid of a debt due for goods sold to him from the ship.

"The master having arrived in the colony at this stage of the proceedings, gave his claim, and supported it by an affidavit, in which all concern with illegal Slave-Trade was denied. He denied in like manner, in his examinations on the standing interrogatories.

"Some entries, scrawled in one of the ship's books, in characters which seem purposely formed so as to be scarcely comprehensible, and then blotted in the most material words, were made out to be accounts of goods bartered for Slaves; and at the bottom of one there was an half-blotted acknowledgment for the receipt of thirty-five Slaves. This, and some other similar discoveries, decidedly turned the balance of evidence, which already inclined to the establishment of illegal Slave Trade in a general way on shore, and in particular acts on board, which were considered as embarkations of Slaves for the purposes of the traffic. The vessel was condemned as prize to the British and Portuguese Crowns; and the Slaves, ten in number, belonging to her, emancipated."

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6. *Case of the Portuguese Polacca, Esperanza Felix, Joaquim Jose Brito Lima, master, condemned at Sierra Leone, in July 1822.*

"The *Esperanza Felix* was taken on the 7th of April 1822, in the river Lagos, in the Bight of Benin, in lat. 6 deg. 20 min. N. long. 4 deg. 12 min. E., by his Majesty's ship *Iphigonia*, Commodore Sir Robert Mends. She had on board at the time of capture, one hundred and eighty-seven Slaves.

"The *Esperanza Felix* had regular papers for a voyage from Bahia to Molembo, a place in the possession of the King of Portugal, to the southward of the equator. She had a royal passport for three hundred and seventy-three Slaves, being in the proportion of five to every two tons, as allowed by law, and by the treaty between Great Britain and Portugal. This passport gives permission to call at the islands of St. Thomas and Princes; and this permission, as it has been uniformly found in the cases of a similar description brought before the British and Portuguese Mixed Court, appears to have been designedly introduced in order to give opportunity to run into one of the more favourite slave-trading stations to the northward of the Line: at least the opportunity thus afforded has been always employed to run

directly to one of those northward stations considered more advantageous for the purpose of Slave Trade, and therefore generally so in preference by the unprincipled adventurers in this odious traffic.

“ In the present instance, the station of Lagos, somewhat new in the Mixed Court, although well known in the old Slave-Trade, has been preferred to the stations recently more visited, such as Calabar and Bonny.

“ The *Esperanza Felix*, having had on board one hundred and eighty-seven Slaves when she was taken at Lagos, in lat. 6 deg. 20 min. N., would be liable to condemnation as a matter of course, if it could not be shewn, in justification of the presumptive illegality, that the Slaves were taken on board south of the Line, and that the vessel having them on board came to the north of the Line through some legitimate cause, such as the dangers of the sea duly proved, or other cause of equally fair admissible influence. The burthen of proof, in such case, is upon the vessel detained. The provisions of the treaty to this effect are found in the fifth Article of the Instructions for ships of war.

“ With a view to the establishment of proof of the embarkation of the Slaves of the *Esperanza Felix*, at Molembo, and of legitimate cause for the deviation so far to the northward of the Line, the master and the surgeon declared, in their examinations upon the standing interrogatories, that the vessel was proceeding from Molembo to Princes Island for supplies, but that she was driven beyond that island by the force of the current setting to the northward, and, being brought as far as Lagos, the urgency of the wants on board caused them to communicate with the shore for immediate relief. They added, that the vessel was about to proceed to Princes Island from Lagos, when she was taken.

“ Some special interrogatories were put to the master touching the winds and the current; but the practice, adopted on the recommendation of the Commissioners, of examining some of the most intelligent of the Negroes, furnished a decisive refutation of the statements of the master and of the surgeon.

" These Slaves were found to be natives of the Houssa country : they declared that they were purchased for the *Esperanza Felix* at Lagos, which is the general market for the sale of Slaves brought from Houssa. These Negroes added, that the whole of the Slaves on board the *Esperanza Felix*, when she was taken, had been collected at Lagos, and had been embarked only on the morning of the capture : they added, that they themselves had been put on board so short a time before the capture, that they had not eaten on board.

" The master being unable to disprove this statement, the cause was necessarily decided against him.

" The vessel being a dull sailer was, soon after her capture, given by Sir Robert Mends in charge to Captain Leeke, of his Majesty's ship *Myrmidon*, that she might be brought to Sierra Leone, in tow of the *Myrmidon*. Captain Leeke had also in charge two Spanish schooners, the *Vecua* and *Icanam*, full of Slaves. Disease spread itself amongst these Slaves, and amongst those of the *Esperanza Felix*, and several Slaves died. Captain Leeke, taking into consideration that a protracted voyage would be fatal to the surviving Slaves, thought it right for the sake of humanity to destroy the *Esperanza Felix*, whose bad sailing retarded in a very considerable manner the progress of the other vessels. Some of her Slaves were put on board of the *Myrmidon* and *Vecua*, others on board of the *Icanam* : these last perished by the melancholy accident which befel that vessel. Eighty-five Slaves were landed at Sierra Leone, as belonging to the *Esperanza Felix* : these Slaves were decreed to be emancipated. The judgment of the Commissioners as to the vessel, was, that she was justifiably detained, and that at the time of her detention she was liable to condemnation for being engaged in an illegal Slave-Trade."

#### 7. *Case of the Portuguese Schooner-boat, San Jose Xalça, Antonio Joaquim de Trindade, master.*

" The vessel which is the subject of this case belonged to Princes Island, and was owned, apparently, by Donna Maria

da Cruz, a near relative of Jose Xavier Gonzaga de Sa, a Member of the Governing Junta of the Island. The boat was laden at Princes with goods for the Slave Trade: her crew was composed of nine men, natives of Princes; and her master, it is presumed, was the same person who commanded the schooner-boat 'Nova Felicidade,' belonging to Ferriera Gomez, late Governor of that island, at the time of her capture by his Majesty's ship *Pheasant*.

"The boat had some slave-trading clearance papers for Cabinda, south of the Line: she had no royal passport, but simply a pass, dated 26th of March 1822, and signed by Jose Xavier Gonzaga de Sa. She sailed on the 27th of March from Princes; and on the 23d of the following June she was captured in Old Calabar River, in lat. 4 deg. 40 min. north, by the boats of his Majesty's brig *Thistle*, commanded by Lieutenant Hagan. Twenty Slaves were delivered up by the native chief at Calabar as belonging to the vessel, which, on a survey held upon her by the officers of the *Thistle*, was destroyed as unseaworthy: the master and crew remained at Calabar.

"The evidence of Mr. Batt, the officer commanding the capturing boats, and the evidence of some of the Slaves, exhibit horrors which are attendant on the Slave Trade, and horrors which must, in most cases, be a consequence of the system by which the illegal Slave-Trade is carried on betwixt Princes and the Great Rivers in its vicinity to the northward of the Equator.

"It appears from the information given to Mr. Batt by the master of the schooner-boat, that on the arrival of the vessel at Calabar, the traffic in Slaves was commenced, and that thirty Slaves were purchased. These Slaves were put on board of the boat, and the master made sail for Princes: his endeavours to reach that island were unsuccessful, owing to the prevalence of contrary winds and strong currents setting from the island. When they had been some time at sea, their provisions began to fail, and the scanty daily allowance of the Slaves was reduced to one yam for three Slaves: subsequently the provisions and water failed alto-

gether : ten Slaves died through hunger and thirst ; and the rest must have also perished, had not the return of the vessel to Calabar, after being six weeks at sea, brought relief to the suffering wretches. Mr. Batt says, ‘ that the twenty ‘ Slaves, when found on board by him, were in the most de- ‘ plorable state of emaciation, and bore evident marks of the ‘ privations to which they had been subjected.’ And, indeed, it is a matter of wonder how these Slaves survived the hardships of their situation, when, besides being but scantily fed, and it is to be supposed manacled together, they were cooped up in a vessel of only seven tons burthen ; and having no other shelter (if shelter it could be either to them or to the crew) but what could be afforded by the space betwixt the water casks and the deck, a space of seven inches.

“ The surviving twenty Slaves having been demanded of, and delivered by, the native chief of Calabar, they, with the exception of three who died on board, were brought to Sierra Leone in the *Thistle*. Proceedings were instituted as against the vessel : the judgment of the Mixed Court was, that she had been legally detained, and was liable to condemnation at the time of her capture, under the terms of the additional Article to the Convention, for having Slaves on board for the traffic : the Slaves, seventeen in number, were decreed to be emancipated.”

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8. *Extracts of Letters from Messrs. Gregory and Fitzgerald, to Mr. Secretary Canning, dated at Sierra Leone.*

“ December 8, 1822.

“ We have the honour to forward to you an abstract of the case of the Portuguese brig *Commerciante*, taken on Sept. 7, 1822, in the river Cameroons, by the boats of his Majesty’s ship *Driver*, dispatched by Captain Wolrige, of that ship, under the command of Lieutenant King. The *Commerciante* was condemned by the British and Portuguese Mixed Court, on December 7, 1822.

“ You are respectfully requested to observe, that, as the boats of the *Driver* approached the place where the *Com-*

merciante was at anchor, a landing of Slaves from that vessel was perceived; which Slaves were delivered up and re-embarked, on demand made to the local chiefs.

"We would beg leave to request your particular attention to the permission given, in the royal passport found on board of the *Commerciante*, to call at the Cameroons, St. Thomas, and Princes Island, for objects of lawful commerce, such as gold, palm-oil, and ivory. This pretended lawful commerce to the northward of the Line is altogether incompatible, in reality, with a slave-trading voyage to the stations in which that trade is permitted to Portuguese subjects south of the Line. The only object that such an association can have, is to afford facility to illegal Slave-Trade in the stations to the north of the Line.

"The practice recently common among the Portuguese mariners on this coast, of agreeing to give the name of Molembo, or Cabinda (stations of legal Portuguese Slave-Trade), to places to the northward of the Line, where their Slaves have been embarked, was remarkably exemplified in this case of the *Commerciante*."

"January 1, 1823.

"We have the honour to lay before you an abstract of the case of the Portuguese brigantine *San Antonio de Lisboa*, detained by his Majesty's ship *Bann*, Captain Phillips, for being engaged in the illicit traffic in Slaves, and condemned in the British and Portuguese Court of Mixed Commission, on the 23d ultimo.

"You will observe, Sir, that the gross prevarications committed by the master and surgeon of the *Lisboa*, in asserting in the first instance, and maintaining almost to the last moment, that the Slaves were embarked at Molembo, drew forth the animadversion of the Court, by whose order the offending individuals were committed to the custody of the marshal."

"The witnesses who were examined in the case, were the master, Machado, and the surgeon, Phelipe Sierra.

"The master declared, in answer to the standing interrogatories, that the voyage commenced at Bahia; that the last



clearing port the vessel sailed from was Molembo: that she anchored at Molembo, at Elmina, and at Porto Novo; that she went to Molembo for Slaves, to Elmina and to Porto Novo to sell tobacco; that all the Slaves were taken on board at Molembo.

“Sierra, the other witness, declared, in his answers to the standing interrogatories, that all the Slaves were taken on board at Molembo; but he professed ignorance of the vessel's having touched at any other place than at Molembo, he having been, as he stated, left on shore at that place.

“In answer to special interrogatories put to these men on the part of the captors, the master, after some attempts at evasion, said, that the whole cargo of Slaves in question was purchased in the Bight of Benin; viz. at Porto Novo, and there embarked; that his Slaves had been but one day on board when his vessel was seized. The surgeon, in answer to the same interrogatories, professed ignorance of all matters touching the place of the embarkation of the Slaves, though he could not, as he answered, take on himself to swear on the Bible, or holy cross, that the Slaves were not embarked in the Bight of Benin or Biafra; as he was up the country sick, and, when he came down, he found the vessel ready for sea.

“The affidavits of two of the Slaves found on board of the brigantine were also taken on the part of the captors. These Slaves deposed, ‘that they were natives of Dahomy, and ‘were purchased as Slaves in that country by Jozé Machado, ‘the master of the schooner San Antonio de Lisboa, who is ‘produced and recognised by them, who kept them confined ‘in irons, being chained by the legs to each other, and with ‘an iron chain round their necks; that they, with the rest of ‘the Slaves, were carried from the shores of Dahomy to the ‘schooner in canoes, and embarked all in one day; that on ‘the eighth day afterwards they were taken by the man of ‘war.’ The Slaves could not have been on board so long before the detention took place, according to the confession of the master, and according to what appeared written in a journal found on board of the vessel by the captors.

" This journal states the arrival of the brigantine at Porto Novo on the 27th of June 1822, and states the occurrences of each day, to the 5th of October following, whilst the vessel lay off Porto Novo. It states the outward cargo to have been landed at Porto Novo; and in regard to what was to have been the homeward cargo, it contains an entry made on the 5th of October, as follows :—

" Saturday, 5th October, 1822.

' Day of the } ' At day break, the sky and the horizon  
' voyage, 145. } ' clouded; wind fresh from the W. S. W.;  
' launches and canoes went from all the vessels, to bring our  
' bales, which were 330; we experienced the greatest pleasure  
' that can be conceived; we made sail at four o'clock  
' in the afternoon from Molembo for Bahia: nothing further.'

" The 330 bales here mentioned, were the 330 Slaves, which, with six Slaves in addition, were found on board of the vessel at the time of her detention by the Bann, a few hours after the departure from Porto Novo, the Molembo of the Slave-dealers.

" The Commissioners taking into consideration the inherent improbability and inconsistency of the original statements of the master and surgeon of the San Antonio, alleging that the Slaves were embarked at Molembo, and that the vessels went from that place to Elmina, and from Elmina to Porto Novo, with those Slaves on board, in order to sell tobacco; considering also the facts and circumstances tending to impress a full persuasion that the whole of the business of the voyage was transacted at Porto Novo, down to the embarkation of the Slaves, described in terms of such strong exultation in the journal; considering further the declaration of the Slaves of Dahomy, purchased in that country and brought directly thence for embarkation; considering, finally, the ultimate admission of the master, when examined on special interrogatories, that the ' whole of the Slaves were purchased ' in the Bight of Benin, viz. at Porto Novo, and there embarked.'

" On all these considerations, the Commissioners were convinced that the Slaves were embarked at Porto Novo to

the north of the Equator; that the Santo Antonio de Lisboa was engaged in the illegal traffic in Slaves, and were of opinion, accordingly, that she should be condemned as prize to the Crowns of Great Britain and Portugal, and that her Slaves should be emancipated.

“The master and surgeon were committed to the custody of the marshal, for prevarication in their evidence.”

Other cases might be exhibited, nearly resembling the three last mentioned: the above will, however, serve as a specimen of them.

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## D.

### FRENCH SLAVE-TRADE.

#### 1. *Copy of a Letter from Mr. Secretary Canning, to Sir Charles Stuart, dated September 30, 1822.*

“BY the accompanying copies of papers, received at this office, in a communication from the Admiralty, dated the 1st of August 1822, your Excellency will see, that, on the 15th of April preceding, the boats of his Majesty's ship *Iphigenia* were advancing, under British colours, towards two Spanish schooners, the *Vecua* and *Icanam*, at anchor in the river Bonny, and suspected of trafficking in Slaves; when a most unjustifiable attack was commenced on them by the schooners, supported by the fire of three vessels under the French flag, *La Vigilante*, *La Petite Betsy*, and *L'Ursule*, which were then at anchor near the *Vecua* and *Icanam*.

“The result of this wanton and lawless conduct on the part of the vessels concerned was, that two British seamen lost their lives, and five were severely wounded.

“After the action, which lasted twenty minutes, had

ended, by the boarding of the vessels engaged in this unprovoked act of aggression, these vessels were detained by the officer commanding his Majesty's boats, for the necessary purpose of ensuring that the offenders should be brought to justice.

"The vessels were, in the first instance, sent to Sierra Leone, and thence to England: two of them have arrived here. The opinion of his Majesty's legal advisers has been taken as to the proper mode of proceeding; and, in acquiescence with that opinion, no time has been lost in giving orders, that the vessels, and such portion of the crews as remained on board, should be sent to Cherbourg: the Viscount de Chateaubriand, his most Christian Majesty's Ambassador at this court, having given the official assurance of his court, that the delinquents should there be judged with all the rigour of the laws of their country.—I send you a copy of his Excellency's note to this effect.

"Such documents, found on board the French vessels, as come under the description of ship's papers, have been sent, together with the vessels, to be delivered up to the French authorities at Cherbourg. The three inclosed documents were the only papers which were not given up at the time, as not coming strictly under that description. Two of them are letters, found on board the *Ursule*, containing instructions for her commander; the third is a declaration by the officers of *La Petite Betsy*, as to their abandonment of that vessel. They all tend to prove the real and determinate object of the voyage of these vessels, of which indeed there was elsewhere too evident proof; since one of them had three hundred and forty-three Slaves, another two hundred and eighteen Slaves, and the third two hundred and forty-seven Slaves on board; and all were armed.

"The King commands me to direct your Excellency to put the French Ministry in possession of the whole of these circumstances. You will urge that they be laid without delay before his most Christian Majesty: and you will call upon the government to institute immediate proceedings, agreeably to the assurances given by M. de Chateaubriand, for

bringing to a condign punishment, those subjects of France who have committed this infringement upon the relations of amity which subsist between the two nations.

“ You will state, that his Majesty rests assured that full reparation will be given to his Majesty for the insult committed upon his flag, and due satisfaction for the loss of the lives of his subjects. You will, at the same time, advert to the circumstance, that the vessels were engaged in a traffic, which his most Christian Majesty has expressed his determination to put down by every means in his power.

“ You will transmit to the Ministry of his most Christian Majesty, the original papers, herewith inclosed ; and you will add the expression of his Majesty’s hope, that this flagrant instance of illegal traffic will be visited with the penalties which the French laws have denounced against such offences.”

*Inclosures referred to by Mr. Canning.*

“ Sir,

“ St. Pierre, Martinique, Nov. 17, 1821.

“ You will receive inclosed, the invoice of the cargo of the schooner brig, L’Ursule, under your command, which cargo I consign to you, and rely upon your exertions for disposing of the same in the manner most advantageous to my interests. You will sail from this port, and repair to the coast of Africa, there to traffic for ivory, gold dust, and other produce of the country, in exchange for your cargo : in case you shall not be able to fulfil my instructions, you will repair to Princes Island, and will bring back your returns in coffee. In either case, I trust you will select articles of the best description.

“ As soon as your cargo shall be discharged, you will return to Martinique.

“ If, contrary to my expectation, you should not succeed in exchanging the cargo which I confide to you, for the articles above-mentioned, you will take it to such markets as you may deem most advisable for that purpose ; but do not, on any pretence whatsoever, bring me any Slaves, either on my own account, or on freight, under pain of becoming

responsible for all damages and losses which I may thereby sustain.

(Signed) " JN. DELLEUX.

" St. Pierre, Martinique, Nov. 21, 1821.

" M. Bd. Douillé,

" Captain of the Schooner-Brig L'Ursule."

" Sir,

" St. Pierre, Martinique, Nov. 19, 1821.

" You will return to Surinam; you will be careful to remain at a distance off the mouth of the river; you will send your mate to the town in your boat, under pretence of obtaining provisions, and will inquire for Mr. Richard O'Ferrall, junior, or, not finding him, M. Lamartinie; and you will communicate to either of them the object of your mission. If there should be means of effecting the sale without danger, you will address yourself to Mr. O'Ferrall in preference, on condition that he take only two and a half per cent. commission, considering that you are supercargo. I do not wish to pay for the warranty of endorsement; I would rather sell my cargo at a lower price, and have good bills, so that they may not return protested.

" If you should not be able to effect the sale at Surinam, you will come to Martinique, and will endeavour to land your cargo at the residence of M. Lalanne, in the bay of Gallion, near Tartane (la Tartane), and immediately advise me thereof.

" In case any unforeseen misfortune should preclude your returning to either of the two ports above-mentioned, you will go to Porto Rico, to St. Jago de Cuba, or to the Havannah.

" In either of these ports you will, in default of bills on France, England, or the United States of America, sell in preference for specie, or for goods—preferring coffee or cotton; or, if you cannot procure these, white sugar, in chests only: give a good price, but let them be of the best quality.

#### " CONSIGNMENTS.

At the Havannah . . . . Messrs. Hernandez and Chauviteau.

At St. Jago de Cuba . . Mr. Casamajor.

At Porto Rico . . . . . Mr. Boyrie.

" Give the preference to the Havannah, where ivory sells best.

" Signal,

" The French flag at the gaff.

" A white flag at the mizen-mast, for a signal of recognition.

" Although it be said above that Captain Douillé fulfils the duties of supercargo, he is not to claim any pay in that character.

" If the said sale should be made in any other colony than Martinique, Captain Douillé is authorized to remain until such time as the sale shall finish, in order that he may bring me back the net produce of the cargo.

(Signed) " JN. DELLEUX.

" St. Pierre, Martinique, Nov. 21, 1821.

" M. Douillé,

" Captain of the Schooner-Brig L'Ursule."

" On board the brig Petite Betsy, April 20, 1822.

" We, the captain, supercargo, and officers of the said vessel, hereby declare, that on the fifteenth of this month, we were boarded by the boats of the English frigate Iphigenia and of the Myrmidon, corvette; which found us engaged in the traffic of Slaves, with two hundred and eighteen on board. We moreover declare, that we abandon all claim to the vessel and her cargo, giving up the whole to the captors.

" In witness whereof we have signed the present paper.

(Signed)

(Signed)

" S. LORRY, Supercargo. - J. L. POIRCAN, Captain.

" J. ST. BOIRENFANT. E. BERTRAND, 2d Lieut.

(Witness.) " W. P. BROWNE.

" ROBERT WHITELAW."

*2. Copy of a Letter from Mr. Secretary Canning to Sir Charles Stuart, dated Nov. 1, 1822.*

“ Inclosed is an extract of a letter from Sir Charles MacCarthy, Governor of Sierra Leone, (which has been transmitted to my office from the Colonial Department), reporting an instance of what appears to have been a mistake in the execution of the French law, relating to the capture of French vessels engaged in the Slave Trade; arising, not from any wilful negligence in the French Commodore on that station, but rather from defect in the instructions under which he acts.

“ From the statement which this officer made to Sir Charles MacCarthy, it appears that he fell in with and visited several vessels under the French flag, which he had strong grounds to suspect were employed in the Slave Trade; but that he did not detain them, as he was not authorized by his instructions to seize any vessels but such as had Slaves actually on board.

“ The memorandum inclosed in Sir Charles MacCarthy’s letter\* contains a list of vessels visited or detained by his Majesty’s ships, in the short space of two months; which proves that the traffic in Slaves is carried on to a most alarming extent, by ships under French colours, completely armed and equipped for this criminal trade.

“ Sir Charles MacCarthy is undoubtedly correct, in supposing that the defect which appears to exist in the instructions of the French officers is to be attributed to some misapprehension of the authority with which British officers are invested. Although it has been determined by the treaties with other foreign powers, that foreign vessels should not be detained by British ships, unless Slaves were actually on board, yet it seems only reasonable, and consistent with good faith, that the government of his most Christian Majesty should enforce towards French ships the same laws which have been strictly carried into effect by Great

\* See Colonial Papers.



Britain towards her own ships, since the abolition of the Slave Trade

"I am, therefore, to direct that you will lay this matter before the French government, and explain to them, that, by the British laws, any British vessel fitted out for, or employed in, the Slave Trade, is equally liable to seizure and condemnation, whether the Slaves are actually on board or not; and that such a vessel, with the officers and crew, would undoubtedly be detained and prosecuted. I trust the French government, when thus informed of the real state of our law upon this subject, will assimilate the instructions given to their officers commanding ships of war on the coast of Africa, to those which are given by the British Government to their own officers on the same station."

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3. *Copy of a Letter from the same to the same, dated May 23, 1822.*

"I inclose herewith to your Excellency, the copy of a communication recently received from the Governor of his Majesty's colony at Sierra Leone, containing many particulars relative to the continuance of the Slave Trade, by vessels under the French flag, on the coast of Africa.

"Your Excellency will find, that at Gallinas fourteen French vessels received cargoes of Slaves on board in the short space of four months; that the trade is stated to be carried on now to a greater extent than at any former period; that, to use the expression of the writer, it is considered to be "flourishing;" and that, as the British cruizers permitted it to be carried on with impunity under their eyes, the nations on the coast had come to a persuasion that the trade was lawful.

"Your Excellency has frequently received instructions from your court to bring to the knowledge of the French Government, glaring instances of the active employment of French capital in this nefarious traffic, and the extensive protection afforded by the French flag to it.

"The French Government cannot but regret the impres-

sion created on the minds of the natives by the conduct of its subjects on the coast of Africa; and they will derive from this circumstance a fresh proof of the necessity of taking some decisive step to vindicate their flag from the dishonour which thus attaches to it, by stigmatizing with a punishment, in some degree proportioned to the offence, this audacious pursuit by French subjects of a traffic prohibited by their government, and pronounced by the whole civilized world to be a disgrace to the age."

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4. *Extract of a Letter from Messrs. Gregory and Fitzgerald, to the Marquis of Londonderry, dated Sierra Leone, April 30, 1822.*

"The French armed schooners, Momus and Iris, shewed themselves in this harbour on the 13th of May 1821, and sailed in two days after with the professed intention of going down the coast in search of French Slave-traders; but no intelligence has been received of their having taken any, although the reports current in the colony at the time of their departure stated, that ships bearing the French flag were to be found in all the known stations, trading openly for Slaves.

"So far as the immediate information of this place extends, these two schooners formed the whole of the French cruising force sent to the southward of the Bissagos in the year 1821, and this was the whole range and effect of their operations.

"Accounts from Goree have, however, stated, that his most Christian Majesty's brig Le Huron, bearing the broad pendant of Monsieur Du Plessis, who commands the French squadron on the coast, went down to the Bight of Benin without approaching Sierra Leone. This officer, it is understood, detained in the course of his cruize a French vessel charged with violating the French laws prohibiting the Slave Trade; which vessel the judicial administration of Senegal refused to condemn.

"Monsieur Du Plessis came into Sierra Leone, in the

Huron, on the 1st of February in the present year, and sailed again on the 7th of the same month; having prolonged his stay some days, with the declared design of conferring with Commodore Sir Robert Mends, and of taking advantage of any suggestion which Sir Robert might communicate for the purpose of rendering his cruize more effective.

Captain Du Plessis, before he entered the harbour of Sierra Leone, had gone down the coast, in the month of January, as far as Cape Mount, and had examined several French ships, without detaining any. It appears that the French national law gives the right of seizure only in the event of Slaves being found actually on board, or at least that this limitation is established in practice under that law: Captain Du Plessis when he sailed hence in February, proposed to return to the same stations, in the hope of finding some of these vessels with Slaves actually embarked. It has been ascertained by the log-book of La Dichosa Estella, a shipwrecked prize of his Majesty's ship Morgiana, and also by the log-book of the schooner Joseph, a professed Swedish schooner, brought in by Lieutenant Clarkson of the Iphigenia, that both those vessels were visited by Commodore Du Plessis, off the Gallinas, on the 12th and 13th of February; but the time that has elapsed without advice of any actual detention being made by that Commodore, gives us reason to think that he has not made any."

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4. *Extract of a Letter from Sir Charles MacCarthy, to Earl Bathurst, dated Sierra Leone, 19th June, 1822.*

"Having frequently with heartfelt sorrow deemed it my duty, in the situation I have the honour to hold, to report to your Lordship the horrid cruelties inflicted on the unfortunate Africans, daily torn from their native country by subjects of civilized European powers in amity with our most gracious King, in defiance of the laws and repeated declarations of their own sovereigns, I again beg leave to solicit your attention to the same painful subject.

“ Since I transmitted to Mr. Goulburn (on the 14th January) memoranda of the information I had obtained on the traffic in Slaves, carried on on this coast, from the period of Commodore Sir George Collier's return to Europe, the French brig of war L'Huron, Commodore Maudnit du Plessis came into this harbour—from a cruize to leeward. I received that officer, who commands the squadron of small vessels of war employed between Senegal and Goree, and on occasional cruizes along the coast, with that politeness due to his rank, and the friendly relations subsisting between our respective countries; and learnt from him, with equal regret and surprise, that, having proceeded as far as Grand Bassa, he fell in with and visited several vessels under the French flag, which he had strong grounds to suspect were employed on the Slave Trade, but that he did not detain any, as from his instructions he was not authorized to seize any vessels but such as had Slaves on board; that he was particularly anxious to take in water and other articles he required, in order to resume his cruize off the Gallinas, as he feared that two French vessels he had left there, and who had landed their cargoes, might take advantage of his absence to embark their Slaves and proceed to their destination. Commodore Du Plessis arrived at Sierra Leone on the 1st February, and sailed again on the 9th or 10th on his cruize off the Gallinas: he appears a zealous officer, and anxious to display his zeal in the cause of humanity; I therefore do not entertain any doubt of the correctness of what he stated; yet I can only reconcile this very extraordinary circumstance with the sentiments expressed by M. Le Baron Portal, late minister of marine, to whom I had the honour of being introduced by his Majesty's ambassador, Sir Charles Stuart, and from whom I had three or four audiences on the subject of the Slave Trade, in December 1820, and February and March 1821, on the idea of some misunderstanding with respect to the English laws, in supposing that the same instructions were issued to the naval officers with regard to their conduct to foreign vessels, and towards any British vessel which might be found employed in that criminal traffic. M. Le Baron Portal fre-

quently said to me—(to the best of my recollections, M. Le Baron Pasquier, then minister for the foreign department, made the same declaration in my presence to Sir Charles Stuart),—that instructions to the same purport had been transmitted to the French cruisers on this coast for the seizure of French vessels, as he (Le Baron Portal) understood were given to British cruisers; that his Most Christian Majesty's government acted with the utmost good faith, and were desirous to put a stop to that infamous trade. It is well known, that according to our laws, any British vessel fitted or employed in the Slave Trade, is equally liable to condemnation, and the person engaged in that traffic subject to the same penalties, whether there are Slaves on board or not, and that of course his Majesty's officers would lawfully detain such a vessel, and prosecute her and the crew. It is true, that in the treaties with the sovereigns of Spain, Portugal, and the Netherlands, it has been determined that no vessels should be liable to detention but such as had actually Slaves on board: it does not belong to me to make any observations upon the criminal advantage taken by vessels bearing the flag of those nations, of the wording of that article; they do in open day, and, contrary to the spirit of the treaties, carry on this traffic.

“As there cannot be any plea urged to prevent the seizure of French vessels by their own navy, I am led to hope, that, if the circumstances under which the Slave Trade is now carried on under the French flag were stated to the ambassador of his Most Christian Majesty now in London, his high sense of honour would soon rectify an omission which I suppose to have been unintentional; and when it is considered, that, by enforcing the same laws towards their own vessels which have been so honourably carried into effect by Great Britain, since the abolition of the Slave Trade, one brig of war will do more essential service in one cruise as far as the Equator, than twenty times the number of vessels cruising with inefficient instructions, I cannot but believe that the suggestion may appear worthy of consideration. I have not heard at Cape Coast that the ‘Huron’ had been

met with by any of our cruisers or merchant vessels since she left Sierra Leone.

“ The enclosed memoranda will prove that the vessels under French colours, now carry on the traffic fully armed; and that they have been guilty of acts, if not piratical, in firing on the boats of his Majesty’s cruisers, at least very nearly as atrocious.”

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6. *Extract of a Letter from Sir Charles MacCarthy, to Earl Bathurst, dated Sierra Leone, 26th Sept. 1823.*

“ I have again, in continuation of the distressing information I have had the honour to transmit to your Lordship on the subject of the traffic in Slaves, to forward herewith enclosed an affidavit from an European inhabitant of this place, who has solemnly sworn before Dr. Nicoll, M. C., that he saw nine vessels, under the French flag, trading for Slaves at the Gallinas; that eight of these to his knowledge, between January and March, obtained cargoes of Slaves; and that he was present when one of the brigs at the Gallinas embarked her Slaves in less than two hours, saw her under weigh, and that she was in sight of the place for two days.

“ He attests the same with regard to the ship which sailed from Suggury, and which he saw under sail beating against a contrary wind. He further swears, that to his personal knowledge, the Slave Trade has much increased within the last four years.

“ A few days after, a native chief of the name of Caulker, who has been educated in England, and generally resides on an island he possesses, eighteen miles from this peninsula, (the Plantains,) stated, that he went to the Gallinas in the beginning of May, having a brother, also a chief, who resides there, and being closely connected with the other chiefs; that at the period of his arrival there were no slave vessels, but, some days after, seven arrived, all except one (a Spaniard) under the French flag; that in a short time these vessels sailed with full cargoes of Slaves. That a month after, three other French vessels came in; and that in July,

when he left the Gallinas, ~~their~~ cargoes of Slaves were ready. In the month of August, five more vessels under the French flag had arrived for Slaves. Thus in four months, fourteen French vessels and one Spanish had been loaded at the Gallinas."

**7. *Deposition of Thomas Gordon, an European Trader, of nearly twenty-two years' residence in this country.***

"Thomas Gordon, having been duly sworn, deposeth as follows:—That in the middle of December last he proceeded from this port in a small sloop, named the James, his own property, on a trading voyage to leeward. On his arrival at the Gallinas, saw three schooners bearing the French flag; did not go on board of them, but went on shore to dispose of some goods; remained there at anchor for two days, during which time Siaco, the chief of the Gallinas, was busily employed in collecting the slaves for embarkation. Deponent states, that there is a small island inside the bar of the river Gallinas, where all the bartering trade for the Slaves is carried on. The Slaves are also sent to this island when the vessel is ready to receive them on board.

"The deponent next proceeded to Suggury, where he found a large ship\* under the French flag, with a tender rigged as a ketch†; deponent instantly recognized the ship, having seen her five or six weeks previously off the Isles de Loss, at which Lieutenant Hagan, commander of his Majesty's brig 'Thistle,' boarded her; and, having strong suspicions of her slave-trading intentions, instantly ordered her away from the island. Deponent went on shore at Suggury, where he remained five or six days; saw the captain and surgeon of the said ship bargaining with the natives, and every evening counting the Slaves which had been purchased: the Slaves were kept in two large houses, and

\* "This is the Le Phoenix from Havre, described in Nos. 205 and 222 of the Sierra Leone Gazette."

† "This is the Le Furet from Havre, described in Nos. 205 and 222 of the Sierra Leone Gazette."

under a temporary shed, close by the waterside. When deponent left Suggury for Cape Mount, the cargo was completed all to a few Slaves; and a few days afterwards, deponent saw from Cape Mount the said French ship under sail, beating out against a contrary wind from the shore. Deponent further declares, that he examined the Kroomen who had assisted in putting the Slaves on board of this said ship, who informed him that they had taken upwards of 300 on board. The Kroomen also stated, that the captain of the said ship had ordered the captain of the ketch to sail for the river Gaboon, the surgeon of the ship having gone in her for the purpose of carrying on the traffic. The captain of the ketch came on shore at Cape Mount, and visited deponent for the purpose, he stated, of purchasing ivory.

“ The deponent, proceeding on his trading voyage, arrived at Grand Bassa, where he found two vessels, a brig and a schooner, both French, waiting for Slaves: at Trade Town he saw two schooners under the French flag. The chief of this last town is called ‘ King Wise,’ alias ‘ Wilson,’ who is always engaged in the Slave Trade, and never gives encouragement to any persons trading there except slave dealers.

“ The deponent further states, that having been plundered three different times by Spaniards during his residence on this coast, and being poorly provided on this voyage with fire-arms, he was most anxious in his inquiries of the natives to ascertain whether or not any vessels of that nation were on the coast; he could learn only of one, supposed to be the ‘ Dichoza de Estrella,’ captured by Captain Knight, of his Majesty’s ship Morgiana, and afterwards lost off Cape Mesurado.

“ Deponent having gone as far down the coast as Grand Cestos, found a number of Slaves at Piccanniny Cestos; but as there was no vessel now to take them, the natives were about sending them to King Wise, at Trade Town, for the purpose of disposing of them to the trade schooners lying there. The deponent now returned to the Gallinas, where he arrived in the middle of March last. The three French schooners which he had left there about two



and a half months before, had sailed with full cargoes of Slaves; and the brig which deponent had seen off Grand Bassa, was at anchor off the bar of the river. As deponent crossed the bar, and was proceeding up the river, he met the captain of the brig with a number of Slaves in the boat: there were besides, two boats and several canoes with Slaves following. Deponent observed also a great many Slaves on the beach, which were afterwards taken by the canoes and boats to the brig. Deponent was informed that this said brig took 200 Slaves from the Gallinas, and that they were all embarked in less than two hours. The instant they were all received on board, the vessel got under weigh; but, in consequence of light airs and calms, she was two days in sight.

“The deponent further declares, that to his personal knowledge, the Slave Trade has much increased within the last four years, at least from the river Gallinas to Trade Town, owing, it is supposed, to an English man-of-war having found French vessels in that quarter, without interrupting them in any way in the traffic in Slaves.”

#### 8. *Extracts from the Royal Gazette of Sierra Leone.*

“February 22, 1823.

“It was intended that the following information should have appeared in our last, but it was unfortunately mislaid, and is now given to the public as another additional proof of the open audacity with which the French Slave-trade is carried on. Lieutenant Rothery, in his expedition to Mesurado, boarded the two following vessels:—

“February 2d, at 2 A. M.—French brig *L’Adelie*, Gauhier master, Guesdon supercargo, L. Massion owner, 20 men, 4 guns, 160 tons, from and belonging to Nantz, bound to Suggury, Guadaloupe, and Martinique\*.

“3d, at 3 P. M.—French lugger *La Henriette Aimee*, M. Chesnel master, M. Chardonneau owner, 25 men, 6 guns,

\* “Captain on shore, supercargo acting as master.”

105 tons, from and belonging to Nantz, bound to Suggury and Havannah.

“ It was ascertained, from undoubted authority, that there was another brig in shore connected with them\*. The *Adelie* had not herself the appearance of being fitted out to carry Slaves ; but was employed in purchasing Slaves for the other brig and the lugger, she having purchased and carried off thirteen from near Mesurado, and one hundred from Cape Mount. The lugger was completely fitted out for Slaves, with water-casks filled, provisions on board, and had brought out no cargo with her ; and at the time she was boarded by Lieutenant Rothery, had the greatest part of her Slaves actually on board, whom the master, at first, attempted to conceal, but afterwards acknowledged. Lieutenant Rothery was fully satisfied, from what he saw, that the three formed one conjunct expedition. Since the Suapper’s return, we have ascertained from good authority that two brigs and a ship (query, lugger?), professing to be French were slaving at the Gallinas, and that the ship has sailed with a full cargo.

“ The French commodore has been seen off the shoals of St. Ann ; but, we have been told, he did not go into the Gallinas. This we mention as a report, without vouching for its correctness ; for we really do not believe it. We have too much confidence in the zeal and honour of a French officer, to suppose such a suspicious place as the Gallinas and its neighbourhood would be passed without the strictest search.”

“ July 19, 1823.

“ In the early part of the present month, the following vessels of war were at anchor at Goree, viz.—*La Diane*, strong sloop of war ; *L’Infatigable*, ditto, armed *en frigate* ; *L’Iris*, and *La Creole*, schooners ; *Le Panther*, a large armed transport ; and *La Dorade*, schooner. The *La Bayadere*, large sloop of war, was expected. The four first on the list having remained one year on the African station, were to sail

\* “ Denied all knowledge of the brig he was in company with, when chasing him yesterday ; but shewed a Swedish ensign, which I had perceived him make use of as a signal to her during chase.”

for Europe immediately, taking under their convoy eight merchant vessels then in the river Senegal. During their cruizes they had not taken one prize ; and yet it is a known fact at Gorée, as well as here, that there were several French vessels trading openly for Slaves at the Gallinas. It is said, that much exertion was laudably used by the French Commodore, to prevent an old protégé of M. le Colonel Schmaltz, a Mr. Mills, now an inhabitant of Senegal, a husband of the daughter of the late notorious slave-trader Labourey, to take from the island of Sal, Cape de Verd, the Slaves he had landed there, with a view of removing them to the West Indies. We may therefore easily believe, that, if his hands had not been tied up by his instructions, he would effectually have prevented the French slave-vessels loading at the Gallinas, and have extended his cruizing ground ; yet, though zealous and honourable, he has done nothing,—because he could do nothing.”

“ October 11, 1823.

“ In our last, we mentioned that a Spanish vessel under French colours was purchasing Slaves at Shebar. With the deepest feelings of horror and pain we now have to acquaint our readers, that we have since received information that her anchoring off Shebar has been followed with the usual scenes of blood, inseparable from such a criminal traffic. The natives who reside about forty miles in the interior (the Cossous), being anxious to open a communication with the salt water, in order to receive rum, powder, or muskets, on easy terms, have accordingly moved down in large numbers, carrying fire and devastation with them. Eight villages have been burnt and destroyed : the peaceable inhabitants who did not perish in the ferocious attacks have been made Slaves ; and such as were fit for market were bartered and sold to the European villain who commands the vessel, and styles himself sometimes Monsieur Jonquille, at other times Don Jonquillo.

“ This appalling transaction within so very short a distance from our territory where we enjoy all the advantages of civilization, will probably be discredited and unnoticed by

the Christian knights of the new school of France—the modern writers and champions of Christianity—those who style themselves the defenders of altars and thrones! We shall again be told that the French, even those carrying on this traffic, are so ‘humane, so generous, so disinterested,’ that they cannot participate in such horrors; that ‘pirates may hoist the colours of respectable states; that France is ignorant whether brigands may not have assumed her’s; but that it shall never be with her knowledge that dishonour and crime shall find shelter under the French flag.’

“It is lamentable to say, that, within eighteen months, the same wretch has taken five cargoes of human beings from that very spot. This association of the French flag with renegado Spaniards, is the *ne plus ultra* of the debasement of infamy. There is, indeed, an extraordinary degree of liberality on the part of the ministers of his Most Christian Majesty, in permitting the white flag to shelter those miscreants; for they can scarcely be supposed to be ignorant of what is known to every individual who, from his situation, has had any conversation with the French slave-dealers—that they are, one and all, the most inveterate enemies of their sovereign—that they equally blaspheme the name of God, and curse and revile their king and his family!”

“We have heard it mentioned that one of the practical friends of Africa, in a conversation with one of the members of the late French ministry, who was entering into a long detail of the sincerity of his most Christian Majesty’s government to prevent the Slave Trade, enumerating the prosecutions they had instituted in various tribunals in France, very appropriately observed, that if the peace and tranquillity of Paris was to rest on the *proclamations* of the *Préfet de Police* de Paris, without the employment of a *Maréchaussée*, it was likely that, with the best intentions, pickpockets and thieves would go on prosperously in their avocations; and, therefore, that unless they employed a *Maréchaussée de Mer*, it was absurd to expect that greater criminals should be deterred from pursuing their voyages. Cruizers were sent out; but, as we must judge from facts, we believe that their in-

structions were so framed as to render them *harmless* to the slavers."

"January 10, 1824.

"The Slave Trade under the French flag has been increasing, without the least attempt, on the part of that Government, to prevent or punish it: indeed, from the zeal and violence with which the French ministry took up the seizure of the *Caroline*, by Captain Grace, and of the *Cyrene* (Danish property under the French flag), we fear they are determined, not only to protect their own subjects in this iniquitous trade, but all who choose to buy a set of papers and a piece of white bunting in a French colony. They have, to be sure, a few cruisers about Senegal and Goree to protect their trade, and for colonial purposes; and these, they state to the powers of Europe, are cruising against the Slave Trade: and, because no captures are made, they wish it to be believed no French Slave-trade exists. We have often exposed the conduct of the French government, and of their cruisers, on this head: we have only now to state one fact. There have never been less than three or four vessels, under the French flag, slaving at the Gallinas and Shebar at any one time during the whole of the last twelve months. The French authorities to windward—civil, military, and naval—knew this, yet not one capture has been made; we believe not even a vessel of war sent to look after them.

"January 24, 1824.

"Our readers must remember, that in our statement of facts connected with, and remarks upon, the French Slave-trade, we never accused the French nation generally of a participation in, or general approval of, this horrible traffic. God forbid we should ever be obliged to imagine, that, in the present enlightened state of Europe, a whole nation, and such a one as France too, in particular, could be capable of conniving at a crime so revolting to human nature!

"Our remarks have ever been directed at the conduct of individuals; among whom, we are sorry to say, are many, whose power and influence ought rather to have been directed towards the prevention, than the encouragement of such acts

of dark oppression and guilt as it has been our lot to publish to the world.

“If it were deemed necessary to prove the humanity of the French nation at large, we feel confident that the result would shew the feelings of the great body of the people to be in opposition to the barbarous trade in human victims. The only question with us is simply this: How does it happen, that, after the numerous statements made to the French government, and proved beyond the possibility of a doubt, the same number of slave-vessels, *bona fide* the property of Frenchmen, and navigated by such, still continue to perform their voyages without the fear of interruption, though there is a squadron upon the coast for the purpose, as it is said, of preventing this trade? How does it happen, that at the Gallinas and Cape Mount, French vessels have been trading, to our certain knowledge, for the last three years, backwards and forwards, without the slightest interruption, arriving and landing their cargoes, and then lying off until the number of Slaves are completed; which, with the water, provisions, &c. they are enabled to ship in twenty-four hours, and proceed to sea immediately? How, I will again ask, can such illegal acts be committed by the subjects of a country so famed for the strictness of its laws, and the prompt execution of them? Where and with whom does the fault exist? The world has a right to form, and will immediately form its opinion. It is vain for the French government to deny that these vessels are French; their nationality has been proved, and still can be at any time. We know them, and are well aware of the dreadful effects produced among the natives by their diabolical exertions to continue this traffic.

“In vain may this Government endeavour to save the inhabitants of the Sherbro, and its numerous tributary rivers from utter destruction and misery. Futile is every attempt, on their part, to secure the peace and welfare of this devoted people, while these traffickers in human flesh are allowed to approach their shores. No pestilence can be more fatal than their presence, nor more destructive than their object, which brings with it murder, rapine, and everlasting misery

to some thousands of defenceless beings, who are thus kidnapped from their peaceful homes to satisfy the lawless cupidity of these monsters of iniquity !”

**9. *Extract from the Propagateur Haitien, of the 15th August, 1823.***

“The French government has prohibited the Slave Trade ; but it continues to be carried on at Martinique. Nothing can prove it more clearly than the following letter from the Sieur Delluc, of St. Pierre’s, Martinique, to the Sieur Cazamajor, of St. Jago de Cuba. The letter was found on board the schooner Marie Josephine, fitted out by merchants of Cuba and Martinique, to purchase goods from the pirates, which, having been seized, was condemned by the Court of Admiralty sitting in Port au Prince. This vessel was covered by false American papers. The letter in question is as follows :—

“ To M. Cazamajor, at St. Jago de Cuba.

“ St. Pierre’s, Martinique, 20th April, 1823.

“ The Eugenie has arrived, as I told you in my last, with 320 Negroes on board ; but the Captain having landed them without our orders, it was impossible for us to have them re-embarked. The officers of the customs, and the gendarmeries have harassed, for fifteen days, these miserable Negroes, whom we have been forced to cause to fly into the woods, which has occasioned us a deficit of sixty, either dead or lost.

(Signed) “ DELLUC.”

**10. *The following are Extracts of various Communications, which were received about the Close of last Year, respecting the Slave Trade carried on from the Ports of France, and the Means of its Repression.***

“ With regard,” says one writer, “ to the abolition of the Slave Trade, I am grieved to say things are as bad as ever. The following is an extract of intelligence from Nantz.—

“ ‘Thirty slave-ships have been dispatched hence during the last three months, and without doubt, several of these now fitting out have the the same destination. The trade is carried on almost openly, and with so much the more zeal, as accounts have recently been received of some successful debarkations at Cayenne. At Nantz, the captains of slave-ships who appear on the Role d’Equipage are mere wretched blinds, who lend their names, and, for 1500 or 2000 francs, are content to run the risk of being destitués. The real captains go on board as passengers, or as second in rank. The real owners too do not put the vessels under their own names, but under those of persons of no property, or little known. To prevent the sailors from being indiscreet, a douceur of three months’ pay is given them, for which they engage to swear whatever may be required of them.’

“ At Bordeaux things are in a better state. A correspondent says, ‘We owe it to the strictness and vigilance of M. de la Gatineriè, the commissary of this port, that the Slave Trade has ceased here. The interrogatories to which he subjects the crew of the ships which he has the least cause to suspect, render it impossible for them to continue the trade at Bordeaux.’ ”

Another thus writes: “ At Bordeaux, I am given to understand, that the vigilance of the Commissioner of the Marine, who is said to be zealously bent on fulfilling his instructions to the very letter, has had the effect of repressing the Slave Trade of that place within very narrow limits.

“ At Havre, it is also represented to have been very considerably reduced, though the causes of this reduction have not been assigned.

“ At St. Maloes the trade is said to be in a state of greater activity, than at the two former ports, or at Marseilles, from which an expedition only occasionally takes place. It is at Nantz that it seems to flourish almost without limit or controul; and I am assured, that at the present moment, there have actually been fitted out from Nantz upwards of thirty ships, some accounts say thirty-six, which are now either at



sea prosecuting their voyage, or on the point of sailing. I have not been able to obtain the names of all these slave-ships; but I have obtained the names of twenty-four, which I now subjoin.

*"List of Slave-ships recently fitted out from Nantz.*

Adonis .....	burden 138 tons.
L'Adelie*.....	160
Aimable Henriette,†.....	138
Alcide †.....	191
Deux Nantais .....	201
Espoir .....	150
Legère § .....	196

\* This vessel, it will be seen by a reference to an extract from the Sierra Leone Gazette, inserted above, p. 95, was at Cape Mesurado, on the coast of Africa, on the 2d February 1823. The owner is there stated to be M. Massion; the captain, Gautier; and this statement, we believe, is correct. It was on the Adelie's return from that voyage that she was fitted out, as mentioned above, by the same parties. In this last voyage she is said to have suffered some molestation. Her Slaves were landed on the north side of Martinique. On entering St. Pierre, reported from St. Thomas, the vessel was seized, but afterwards liberated. Being seized a second time on some fresh information, she was abandoned by the Captain, and sent in charge of a naval officer to Brest. It is further said, that, on the application of the owner to the French Government, she has been liberated, and brought round to Nantz, by Captain Gautier, where she is reported to be now (May 1824), fitting out for another slave-voyage.

† This vessel, it would appear, from subsequent information, took on board 327 Slaves on the coast of Africa, of whom eighty died on the passage. The remainder were landed at St. Jago de Cuba, where the great slave-factor is a M. Cassamajor, who, from his name, would appear to be a felon Englishman, and to merit the special notice of our government. The owner of L'Aimable Henriette is Mons. Charbonneau, of Nantz; the captain, M. Marsac. She is said to have returned to the coast from St. Jago de Cuba.

§ This vessel, I understand, is about to sail (Jan. 1824), and may be recognised by a simple inspection, as designed for the Slave Trade."

# La Legère sailed from Nantz, on a former voyage, bound to Africa, the owners, Pradelan and La Brosse; the captain, Sallin. She took on board 327 Slaves in the river Bonny, the survivors of whom

Agubar .....	burden 100 tons.
Le Levrier .....	
Claire .....	138
Confiance .....	104
Constance .....	126
Constant.....	152
Josephine .....	110
Lutine, or Magicienne *	183
Madeleine .....	
Aimable .....	72
Etincelle .....	95
Espoir (2) .....	109
Société † .....	170
Capricieuse.....	
Henriette Aimée ‡ .....	105
Le Chasseur § .....	194
Apollon .....	376

“ Of the destination of these twenty-four vessels, not the very slightest doubt seemed to be entertained ; and it was

were landed on the south side of Cuba. A prosecution has recently taken place at Nantz respecting this voyage, in consequence of the information of a seaman who had deserted her at St. Jago de Cuba, and returned to France by way of the United States. This sailor deserted, that he might avoid a second voyage to the coast of Africa, for which the vessel was destined. He clearly proved, it is said, the facts of the slave-trading ; but, as his testimony was unsupported, though, if pains had been taken, this could not have been the case ; the vessel was acquitted.

\* This ship was seized at the Isle of Bourbon, and is said to be coming home to Nantz for trial. She had taken her Slaves in the river Bonny. The owner is stated to be M. Masslon ; the captain, Bouvier, said to be of the French navy.

† This vessel landed her Slaves in February last, in Martinique, and then proceeded to St. Thomas's. A letter from a person on board states, that they had put on shore, in Martinique, 298 *parrots*. He had left at Bonny, to sail in ten days, the vessel *Chasseur*, with 263 *parrots* on board.

‡ See for *La Henriette Aimée*, on her former voyage, the *Sierra Leone Gazette* of the 22d February 1823. The owner is there stated to be M. Chardonneau ; the captain, M. Chesnel.

§ See the last note but one.

stated, that so clear were the indications from their build, their sitting up, their water casks, and the nature of their cargo, of their being designed for the Slave Trade, that nothing but wilful blindness on the part of the public functionaries could have prevented their perceiving it. It is obvious, that in cases which are manifestly liable to suspicion the simple expedient of requiring a bond, with securities to the full value of ship and cargo, would do much to defeat the meditated undertaking. The fair trader would have little difficulty in complying with such a requisition, while it would materially affect the plans of the contrabandist. In many cases, however, there is hardly a doubt, so improvident have the slave-traders at Nantz been, from the security they have enjoyed, that an inspection of the vessels themselves when at the point of sailing, and an examination of the particulars of the lading by competent persons, would at once establish the criminal purposes of the voyage, and entitle the government to confiscation. But though these precautions have in the above cases been neglected, yet government have still ample means in their hands of elucidating the real nature of the voyage: the particulars of the cargoes are to be found in the records of the custom-house: the captains on their return may be made to deliver in the log-book of their ships; and in case these should be, as is probable, fabricated, so as to veil their transactions, yet, by subjecting every individual in the Role d'Equipage to a separate examination, on interrogatories framed from the log-book, the truth could not fail to be elicited.

“The seamen engaged in this trade usually receive the promise of a douceur of three month's pay over and above their wages, provided all terminates successfully; and, for this consideration, they are to be ready to deny, and to affirm, and to swear, according to the wishes of their employers. But no combination of this kind could support the fabricated log book of a long voyage, if the individuals composing it were strictly questioned, and the log-book itself were carefully examined by competent persons. But then this investigation ought clearly to be instituted by other parties

than those officers who have so strangely shut their eyes to what has been passing before them at Nantz, otherwise it can obviously be brought to no satisfactory issue. I am told that the preparation of these vessels has been conducted so openly and undisguisedly as to be visible almost from the windows of the very functionaries whose duty it is to interfere.

“ The persons who are nominated Captains, and appear as such in the *Role d'Equipage*, are stated to be mere men of straw. The real captain, occasionally a man who has been already *destitué*, joins the vessel outside the port, and is perhaps marked on the *Role* as having come on board as a passenger. As soon as the vessel is fairly at sea, the whole command devolves on him.

“ The fact of the extensive prevalence of the Slave Trade at Nantz has been confirmed by the testimony of several independent witnesses ; the coincidence of whose testimony, under all the circumstances of it, leaves no room for question \*.”

“ From the above details it is evident, that, while the penalties of the Slave Trade are merely pecuniary, so long as there is a demand for Slaves and the profits will pay for insurance, no degree of vigilance on the part of the public functionaries can prevent the trade from being carried on.

\* Besides the vessels mentioned above, various others have sailed from Nantz in the course of the last year. Among them is a vessel called *L'Elise*, belonging to Messrs. Bureau and Sallentine, lately seized at St. Pierre's, Martinique, and now coming to Nantz for trial. She had landed her Slaves at Cayenne. Another is the brig *Satire*, M. Massion the owner ; the captain, Saurel ; the supercargo, Ernoul. This vessel sailed from Nantz in February 1823, took on board at the Gallinas 269 Slaves, and landed them some leagues to the westward of Cayenne, when she proceeded by St. Thomas's to Nantz, where she is said to have arrived early in the present year ; and, after an intermediate voyage to Lisbon, was, according to custom, advertised for sale, with a view of being fitted out for another slave voyage. A third vessel, *Le Bluet*, belonging to Monsieur Petit Pierre ; captain, Scheult ; supercargo, *L'Empereur* ; is said to have sailed from Nantz in March last, for the coast of Africa.

“ To prevent it, there must be a new law imposing *une peine infamante* on all who embark capital in the trade ; on the agents employed in it, and on the captains and officers of the ships which carry it on.

“ It has been said, that public feeling would revolt from such a law, and that juries would not execute it. This may be partly true ; and yet I am persuaded that no man of property, and of respectable standing in society, would be willing to trust to that speculation. If a needy man, pressed by immediate want, *could* engage in slave-trading, he might very fairly hope to do it with a much better chance of escape than if he were to attempt to break into a house, or to commit a highway robbery. But such a man cannot do it : he has not the means. A slave-trading adventure is an act of deliberation, requiring the concurrence of a number of persons, and a combined series of transactions, prolonged through a considerable space of time before it can be completed : and requiring, also, capital or credit in the parties who engage in it. But is it at all likely, that a man possessing capital and credit would so employ them, even though the chance of final condemnation might be slight ? Would he be willing to encounter the risk, not merely of such a condemnation, but of such a trial, with all its anxieties ? Would he be willing to place himself in a situation in which it depended on the evidence of any one of his numerous accomplices, whether he should undergo such a disgraceful trial, and in which, supposing the evidence to be clear, it would depend on the temper and conscience of the jury whether he should be condemned to the *carean* or the galleys ? Let any man possessed of property sufficient to admit of his undertaking in distant commercial speculations, and respectably connected in life, make the case his own. Let him ask himself, what temptation could induce him to incur, voluntarily and deliberately, so fearful a danger, and there can be no doubt as to the reply. There might, perhaps, be required, various subsidiary regulations to give effect to such a law ; such as, that the trials should take place in Paris, and not in the sea-ports,—and perhaps in France, and not in the colonies. And

although the expense might appear likely to be great, yet it would prove economy in the end, as two or three instances of the rigorous enforcement of the law would probably supersede the necessity of farther judicial proceedings. But by far the most important subsidiary regulation would be to encourage the vigilance of naval cruizers by adequate rewards. In England not only is a bounty paid to the cruizers on each Slave they capture, but they receive half of the proceeds of the ship and of the cargo, if there be any. And officers who have distinguished themselves in this service are sure to be promoted.

“Not a doubt can exist, that if such a law were passed, and if the cruizers were properly instructed and encouraged, the trade would speedily be suppressed.

“It has been alleged that such a law could not be carried through the Chambers. But who is to oppose it? The liberal party are pledged to vote for it. The functionaries of the government, and the other friends of the ministry, would necessarily support a measure emanating from them. Those of the royalist party, who are not in office, would hardly select, for the occasion of their opposition to the wishes of the king, a question in which his honour was so deeply involved. The slave-traders, of themselves, could form no party. There would remain, therefore, only the colonists. And yet how could they oppose it, without laying themselves open to the imputation that they had an intention to violate the law; and that, in fact, they were contending for their own impunity?

“The probability therefore is, that the opposition to the measure, if proposed by the government, would be extremely feeble, and that the law in question would pass without difficulty.

“But may not the popularity of the ministers be affected by their being supposed to act under foreign dictation? So far from it, they may now even make a merit of the contrary. They may even say, ‘We were reluctant to adopt this measure while a doubt could exist as to our motives. Now all must feel that this grand act of humanity and justice

is our own free, unbiassed, spontaneous act.' Such an act would indeed be doing good on a large scale, and at a small expense. The passing of the law would cost little trouble; but its beneficial effects may be estimated, though very inadequately, by a moment's glance at the horrors it would be the means of preventing. It would prevent thousands on thousands of our fellow-creatures from being torn from their country by every means of force and fraud which villany can contrive, or cruelty execute; from being subjected to the miseries of the Middle Passage, and then doomed, they and their posterity for ever, to hopeless bondage. It would prevent all the rapine, and bloodshed, and devastation; all the midnight assaults and conflagrations, and carnage, which are required to prepare these living cargoes. It would prevent all the agonised and tortured feelings and affections, to say nothing of the bodily sufferings, which the perpetration of such atrocities must necessarily produce. It would prevent the demoralization in France itself, which cannot fail to arise from criminal pursuits such as these; from practices so obviously calculated to deaden the heart to all generous, manly, and honourable sentiment. It would prevent all this evil; while it would raise the character of the French Government in the eyes of the civilized world to a height to which neither the extent and splendour of her military achievements, nor the rich and varied productions of her genius have raised her. She would shine, by this single act, the benefactress of a whole quarter of the habitable globe."

11. *List of French Vessels boarded by the Squadron under the Command of Sir Robert Mends, on the Coast of Africa; taken from Papers laid on the Table of the House of Commons.*

1. Brig La Vigilante, Captain Antoine Cesar Bouffier; owner, François Michaud of Nantz; of 232 tons burden, armed with four guns and thirty-one men, from Nantz; cleared out for St. Thomas, but taken by the boats of the

- Iphigenia and Myrmidon, on the 15th April 1822, in the Bight of Biafra, after a sharp action, with 343 Slaves on board : out from Nantz eighty-four days.
2. Brig La Petite Betzey, Captain Jean Poireau ; owner, M. J. Dubois of Nantz ; of 139 tons, armed with two guns and twenty-five men, from Nantz ; cleared out for Sumatra, but taken as above, with 218 Slaves on board : out from Nantz forty-two days.
  3. Brig L'Ursule, Captain Bernard Douillé ; owner, M. J. Delluc of Martinique, of 99 tons, armed with four guns and twenty-two men, from St. Pierre's, Martinique ; cleared out for Surinam, but taken as above, with 216 Slaves on board : out from St. Pierre's 112 days.
  4. The brig Le Theodore, Captain Clamard ; owner, M. Collin of Honfleur, of 166 tons, six guns and twenty-three men, from Honfleur ; cleared out for St. Thomas and Gaboon ; found at Bonny the 15th April, 1822, by the Iphigenia and Myrmidon, her cargo having been landed, and the Slaves collected on shore for embarkation, and every preparation having been made for receiving them on board : out from Honfleur eighty-four days.
  5. The brig L'Actif, Captain Benoit ; owner, M. Houssay of Nantz ; 143 tons, twenty-two men, from Nantz ; cleared out for the West Indies : found in the river Bonny in September, 1821, by the last named vessels, with 120 Slaves on board.
  6. The brig L'Alcide, Captain Hardie ; owner, M. Jacques François of Nantz ; 191 tons, four guns, twenty-five men, from Nantz : cleared out for the West Indies, but found, as in the last mentioned cases, fitted for Slaves, and with yams, wood, and water on board for their use.
  7. The brig Le Prince, Captain Turk ; owner M. Piccarara of Nantz ; 129 tons, two guns, twenty men ; cleared out for the West Indies, but found, as in the last mentioned cases, with 200 Slaves on board.
  8. The brig L'Isis, Captain Savanon ; owner, M. Bureau of Nantz ; 130 tons, three guns, twenty-one men, from Nantz ;



cleared out for Martinique; found, as the last, with eighty-four Slaves on board.

9. The brig *Legér*, Captain Sallin; owner, M. Solia of Nantz; 200 tons, four guns, twenty-three men, from Nantz; cleared out for Bonny: found as above, with a cargo for Slaves, and fitted for the reception of Slaves.
10. Schooner *Fox*, Captain Arnaud; owner, M. Ferrand of Guadaloupe; 164 tons, six guns, thirty-three men, from Guadaloupe: cleared out for Bonny; found there, as above, with goods on board for Slaves, and fitted for Slaves.
11. Brig *L'Eugène* Captain François Moreau, a lieutenant in the French navy; owners, Messrs. Bennet and Mariella of Havre; 262 tons, seven guns, thirty-one men; from Havre: cleared out for Bonny, and found, as above, with goods, and fitted for Slaves.
12. The brig *La Tamise*, Captain Jean Bonnie; owner, M. Rougemont of Marseilles; 230 tons, four guns, fifteen men, from Marseilles; cleared out for Africa; found in Old Calabar, on the 29th April 1822, by the *Myrmidon*, waiting for her Slaves.
13. The schooner *L'Adolphe*, Captain René Decaen, post captain in the French navy; owner, Mr. Robert Surcouff of St. Maloes; 169 tons, eight guns, twenty-four men: from St. Maloes; cleared out for Africa; found at Piccaniny Bassa, on the 23d March 1822, by the *Thistle*, fitted for the Slave Trade: out from St. Maloes forty days.
14. The brig *L'Espoir*, Captain L'Empereur, armed with two guns and twenty-three men, from Nantz; cleared out for Africa; found off the river Suggury, in March 1822, by Lieutenant Clarkson, with her cargo landed, and her platforms laid, and water complete, for the reception of Slaves.
15. The ship *Le Phenix*, Captain Depie; of 220 tons, four guns, twenty-two men; from Havre, bound to Suggury River: found precisely as in the last case.

16. The ketch *Le Furet*, captain and owner, M. J. Herrewyn ; of 62 tons, four guns, nine men ; from Havre, bound to Suggury River ; found precisely as in the last case, only discovered a slave boy in the hold, who confessed that *Le Furet* was there for Slaves, and that *L'Espoir* (No. 14.) had landed their Slaves in boats at the approach of Lieutenant Clarkson.
17. The brig *La Rosa*, captain and owner M. Thomas of Nantz ; 138 tons, two guns, twenty-three men ; from Nantz, bound to Gallinas ; found at Gallinas by Lieutenant Clarkson, as above, loading for Slaves.
18. The sloop *Le Thomas*, captain and owner, T. Detarch, 69 tons, twelve men, from Martinique ; found as above ; out from Martinique 112 days.
19. The schooner *La Coquette*, Captain Bosson, 132 tons, four guns, twenty-three men, from Guadaloupe ; found as above : out from Guadaloupe forty-six days.
20. The schooner *L'Hypolite*, 95 tons, two guns, nineteen men ; found near Cape Mount, ready to receive her Slaves on board on the 23d October, 1822, by the *Cyrene*.
21. The schooner *La Caroline*, Captain Joseph Baron ; owned by the captain and others ; 64 tons, three guns, seventeen men, from Martinique, and to return thither : found off Cape Mesurado on the 10th November 1822, by the *Cyrene*, with eighty-five Slaves on board ; destined for Martinique.
22. The brig *La Fontaine*, Captain H. Cinvillier ; owner, M. Martin of Nantz ; 128 tons, two guns, twenty-one men ; from Nantz, bound to Prince's, fitted for 600 Slaves : found by H. M. S. *Driver* in the River Bonny, preparing to take Slaves on board.
23. *La Juliet*, Captain Tonna of Nantz, 200 tons, six guns, twenty-six men ; from the Havannah, bound to St. Thomas ; fitted for 400 Slaves : found as above, preparing to take her Slaves on board.

12. At page 21 of the Report mention is made of a List—it might with more propriety be called three lists—furnished by the French government, of the prosecutions which had been instituted by it, from the time of its Abolition of the Slave Trade, to the 1st of August 1823, being a period of seven years and a half. The first of these lists is by far the largest. It is entitled—

*Vessels which, after having been prosecuted, were acquitted.*

Names of Vessels, &c.	Places where the Trials took place.	Date of Sentence.
Unknown (debarkation of } 23 Negroes at Bourbon) }	Bourbon. ..	1 Dec. 1817.
L'Ariero .....	Guadeloupe ..	9 Dec.
La Marie * .....	Sénégal.....	29 Mars 1818.
La Calypso .....	Guadeloupe....	11 Septembre.
L'Astrée* .....	id. ....	18 id.
Le Sylphe * .....	id. ....	18 id.
La Reine Caroline * .....	id. ....	18 id.
L'Eole .....	Bourbon .....	24 Novembre.
La Jeune Emilie .....	id. ....	29 id.
Unknown (debarkation of } 23 Negroes at Bourbon) }	id. ....	12 Octobre 1819.
Do. (do. of four Caffres } at Bourbon) .....	id. ....	29 Nov.
La Maria Isabella .....	Guadeloupe....	4 Juillet 1820.
Unknown (debarkation of } 7 Nègres at Bourbon }	Bourbon .....	6 Sept.
Le Succès † .....	id. ....	Octobre.
Le Rodeur † .....	Le Havre.....	21 id.
Les Deux Amis .....	Bourbon .....	4 Decembre.
L'Esperance, chaloupe ..	id. ....	4 id.
La Louise, or la Normande	Le Havre.....	29 Mai 1821.
L'Aurore .....	Caen .....	22 Août.
L'Etincelle § .....	Guadeloupe....	6 Septembre.

\* The four vessels thus marked, though acquitted by the tribunals, were fully admitted, by the Baron de Mackau, in his report to the French Government in 1819, to have been engaged in the Slave Trade. See the Special Report of the African Institution, on the Foreign Slave-Trade, May 1821, p. 135.

† The history of this infamous case will be found in the Sixteenth Report of the African Institution, p. 134. "All the judges are colonists," says the supercargo, "who have themselves purchased Negroes belonging to our cargo." The vessel was therefore acquitted.

‡ Of this still more infamous case, acquitted, notwithstanding an absolute superabundance of the clearest evidence was to be obtained, see a full account in the Special Report of 1821, pp. 83 and 122; and the Sixteenth Report, p. 200.

§ See page 104.

Names of Vessels.	Places where the Trials took place.	Date of Sentence.
La Louise * .....	Sénégal .....	12 Septembre.
La Rose .....	Sénégal .....	12 id.
La Josephine .....	Guadeloupe....	2 Novembre.
L'Experience .....	Bordeaux.....	18 id.
La Levrette .....	Cayenne .....	25 Jan. 1822.
La Charlotte .....	Angers .....	26 id.
L'Espoir * .....	id. ....	26 id.
La Levrette.....	id. ....	26 id.
La Cérés .....	id. ....	26 id.
L'Africaine .....	Aix .....	2 Février.
Le Leopold .....	Martinique ....	11 id.
Unknown (debarkation of } Negroes at Guadeloupe) }	Guadeloupe ..	22 Mai.
La Louisa * .....	id. ....	28 id.
L'Y. ....	id. ....	28 id.
Le Fox * .....	id. ....	28 id.
Le Felix .....	id. ....	28 id.
Le Scholastique .....	Sénégal .....	29 Juin.
Unknown (debarkation of } Negroes at Guadeloupe) }	Guadeloupe ..	6 Août.
Le Furet * .....	Bourbon .....	6 id.
Unknown (debarkation of } Negroes at Bourbon) .. }	id. ....	6 Sept.
Le Sylphe .....	id. ....	5 Octobre.
Unknown (debarkation of } Negroes at Guadeloupe) }	Guadeloupe ..	14 Octobre.
La Fourmi .....	Bourbon .....	19 Octobre.
L'Astrée .....	Nantes .....	18 Janvr. 1823.
Le Glaneur .....	Guadeloupe....	14 Mai.
Unknown (debarkation of } Negroes at Guadeloupe) }	id. ....	28 id.
Unknown id.	id. ....	28 id.
Unknown id.	id. ....	28 id.
Unknown id.	id. ....	28 id.

## Forty-nine Cases.

It would be easy to point out several others of the above cases, which were as little entitled to an acquittal as those that have been mentioned in the notes; for example, L'Africaine, Le Scholastique, and L'Astrée, which vessels we

\* For an account of these vessels, see the Fourteenth Report, p. 71; and the Special Report of 1821, pp. 125—134; and above, pp. 109—112..

may conclude are still pursuing their career of successful iniquity. But in all these cases it would seem to have been almost impossible to have obtained an acquittal had the law officers of the crown resorted to those means for the discovery of guilt which they are in the habit of employing in the case of ordinary delinquencies, or of political offences. The separate interrogation of the crew, and a comparison of the different parts of their evidence with each other, and with the log-book, could not fail to have elicited the truth. The judges, in the case of *Le Succés*, mentioned above, p. 113, were certainly afraid of probing too deep.

The second List is one of *Vessels which have been prosecuted to condemnation*, and is as follows :—

Names of Vessels.	Places where the Trials took place.	Date of Sentence.
Le Postillon * .....	Senegal .....	28 Avril 1818.
La Dorade† .....	id. ....	16 Août.
La Prosperité .....	Bourbon .....	2 Decembre.
Le Bon Accord .....	id. ....	13 Janvr. 1819.
La Favorite .....	id. ....	9 Juin.
L'Espérance .....	id. ....	22 id.
La Bayonnaise .....	id. ....	20 Juillet.
La Josephine .....	id. ....	20 Septembre.
L'Eglé .....	id. ....	30 Août, 1820.
L'Espoir .....	id. ....	4 Decembre.
La Marie ‡ .....	Senegal .....	16 Mai 1821.
La Philis .....	Cayenne .....	29 Juillet.
La Marie Bombarde .....	Marseille .....	3 Août.
La Salleh .....	Bourbon .....	13 Août.
Le Neptune .....	Cayenne .....	12 Mars 1822.
La Mathilde .....	Guadeloupe ....	28 Mai
Les Deux Sœurs § .....	Senegal .....	28 id.
L'Angelique .....	Rouen .....	7 Juin.
Le Saint Paul .....	Bourbon .....	10 id.

\* See Twelfth Report, p. 120; Thirteenth Report, p. 91, &c.; Fourteenth Report, p. 66.

† This vessel is here stated to have been condemned; whereas the fact is, that she was ordered to France. On quitting the harbour of Senegal, however, she went off Cape Memel, where she received her water-casks which had been taken out, and her cargo of Slaves with which she went to the West Indies. See Thirteenth Report, p. 93.

‡ La Marie was captured by Sir George Collier, the Slaves landed at Sierra Leone, and the vessel sent for adjudication to Senegal. See Fifteenth Report, p. 15.

§ This vessel was denounced to the French government by the English Ambassador. See Special Report, p. 106.

Names of Vessels.	Places where the Trials took place.	Date of Sentence.
La Zélie .....	Bourbon.....	10 Juin.
Le Télémaque .....	id. ....	26 id.
Le Bélier .....	id. ....	23 Juillet.
La Jeune Caroline .....	Martinique ....	30 Novembre.
La Petite Betzy * .....	Nantes.....	5 Mars 1823.
La Vigilante * .....	id. ....	5 id.
L'Espoir † .....	Rennes .....	14 Mars.
L'Actif † .....	id. ....	14 id.
Le Theodore † .....	Pont l'Eveque ..	23 Avril.
L'Edward.....	Nantes.....	3 Mai.
La Pensée ‡ .....	Bordeaux .....	31 Juillet.

### Thirty Vessels.

Besides the vessels mentioned in the notes, thirteen of the above number were condemned at the Isle of Bourbon during the six or seven years which have passed since the Abolition of the Slave Trade. They consist, however, chiefly of small craft. It must also be admitted, that, however much disposed the judges of the Isle of Bourbon may have shewn themselves, as in the case of the Succés, to favour Slave-trading, the governors of that island have manifested more of vigilance and good faith in the suppression of the traffick than have been witnessed elsewhere.

The third List consists of *Vessels against which suits are still pending*, viz :—

Names of Vessels. ....	Places where the Prosecutions have been instituted.	Date of Commencement of Suit.
Le Mentor .....	Bordeaux .....	24 Jan. 1821.
La Cybele .....	Le Havre .....	19 Sept.
La Caroline.....	Bayonne .....	5 Dec.
L'Aimable Henriette § .....	Nantes .....	10 Jan. 1822.
La Petite Betzy    .....	Nantes .....	30 Jan.

\* These were two of the vessels captured by Sir Robert Meade in the River Bonny, in April 1822, and delivered up to the French authorities at Cherburgh.

† See for these vessels above, pp. 110, 111. They were vessels of which our cruisers had given precise information, that had been conveyed to the French government.

‡ See below, page 119.

§ While this *amiable Henrietta* is under a prosecution for a former crime, she is occupied diligently in her vocation. See the account of the Slave Trade of Nantes, given above, pp. 103, 104. The same may be said of *La Confiance* and *La Légère*. See also for this last above, p. 111.

|| *La Petite Betzy* and *L'Ursule* were two of the vessels captured by Sir Robert Meade, in the River Bonny, as stated in the Seventeenth Report, full of Slaves. Why they remain on this suspended list is not very obvious.

Names of Vessels.	Place where the Prosecutions have been instituted.	Date of Commencement of Suit.
L'Eliza *	Senegal	14 Fevrier
Le Cosmopolite	Le Havre	22 id.
Le Succès †	Bourbon	6 Mars.
L'Amélie	Martinique	19 id.
La Philis ‡	Bordeaux	24 Avril
L'Atalante §	Martinique	10 Mai.
Le Felix ¶	Le Havre	24 Juin.
L'Africaine	Le Havre	29 Septembre.
Le Dauphin	Nantes	19 Octobre.
La Mariè Angelique	Bordeaux	18 Novembre.
L'Irene	Bordeaux	18 Novembre.
L'Ursule ¶	Martinique	12 Decembre.
L'Eugene	Le Havre	13 Decembre.
La Confiance **	Nantes	13 Decembre.
L'Industrie	Bourbon	26 Decembre.
Le Protée	Nantes	18 Jan. 1823.
L'Aurore ††	Nantes	30 id.
Le Jeune Alessandre	Nantes	13 Mars.
Le Precurseur	Bourbon	26 id.
La Bonne Amélie	Nantes	31 Mai.
La Marie	Nantes	27 Juin.
Le Phenix	Le Havre	28 id.
Le Furet ‡‡	Le Havre	28 id.
La Jeune Laure	Bordeaux	30 id.
La Legère **	Nantes	18 Jnillet.
Le Trident	Martinique	18 id.

-Thirty-one Vessels.

Such is the enumeration of the cases of French judicial proceedings against Slave Traders, furnished by the French

\* See, for proof of her guilt, the Special Report of 1821, p. 120, and p. 135.

† Le Succès is stated to have become the subject of prosecution at Bourbon on the 6th March 1822. She had been actually condemned at the Mauritius in May 1821.

‡ La Philis here stated to be placed under prosecution at Bordeaux on the 24th April 1822, appears from the preceding list to have been condemned at Cayenne, on the 28th July, 1821. Had there then been an appeal from the sentence of condemnation?

§ See the Special Report for 1821, p. 126, &c.

¶ This vessel, the Felix, here said to be prosecuted at Havre on the 24th June 1822, stands in the first list, acquitted at Guadaloupe on the 28th May 1822.

¶ See note ¶, preceding page.

||| See above, page 111.

\*\* See note §, preceding page.

†† This vessel seems to have been before tried and acquitted at Caen, August 1821.

‡‡ Le Furet stands acquitted at Bourbon, the 6th August 1822. See also above, page 112.

government itself; and it serves to exhibit in the most striking manner, both the extent of the French Slave-trade, and the total inefficacy of the laws to repress it. Upwards of 100 vessels are stated to have been prosecuted from the time of the Abolition of the Slave Trade by France, down to the 1st of August 1823. This number, however, forms but a small proportion of the Slave-trading expeditions which have been undertaken under the French flag during that time. In the River Bonny alone, eighty-six French Slave-ships are stated to have loaded with Slaves in the course of the year 1821. Of those prosecuted, however, not above a fourth have been condemned, although the guilt of many of the others was manifest as the sun. By a recent article in the *Moniteur*, it appears that five more condemnations have recently taken place; namely, at Guadaloupe, on the 5th January 1824, two vessels under the SWEDISH flag, which is seen with deep regret, the *Pauline Amanda*, and the *Jaloux*; and on the 8th March, the *Creole of Nantz*; at Cayenne the *Agobar* (see p. 104); and at Bourbon on the 4th February, the schooner *Cecile*.

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## E.

### UNITED STATES.

1. *Extract of a Letter from the Right Hon. Stratford Canning, to the Marquess of Londonderry, dated Washington, May 8, 1822.*

“ I HAVE already informed your Lordship, that the Slave-trade Committee in the House of Representatives, has again reported in favour of a limited right of search. I have now the honour to inclose a copy of the Report, which embraces and enforces, as your Lordship will perceive, the Report of last year. (See Sixteenth Report:)



" I wish it were in my power to add, that Congress had taken up the resolution with which the Report is concluded : but it has confined itself, for this session, to an order for the printing of two thousand additional copies of the Report. A motion to this effect has been carried, and there is reason to hope that an endeavour will be made, under less forbidding circumstances, though still in the face of great difficulties, to bring forward the main question at an early period of the next session.

" The accompanying Report will be found to contain a statement of the number of cruizers employed at different times on the coast of Africa by the Government of the United States, and also of the number and present situation of such Africans as have been taken by their officers, either at sea or on shore.

" It does not appear that any overture of a general nature affecting the Abolition of the Slave Trade, has been made, either by or to this Government during the last year, with the exception of an idea thrown out by the French minister, though not, as it would seem, under the instructions of his court, to obviate the chief objections to a right of search, by allowing the several contracting parties to appoint commissioners, vested with that power, on board each other's cruizers. To this suggestion, which, however impracticable, has proceeded no doubt from a laudable desire to contribute to the suppression of the Slave Trade, allusion, I believe, is made in the Fifth Annual Report of the American Colonization Society. The Appendix to the same Report will be found to contain an account of the settlement which that Society has recently effected, by purchase, at Cape Mesurado, on the western coast of Africa.

" The House of Representatives has lately passed a resolution, requesting the President to communicate copies of the judicial proceedings and correspondence, relating to the case of a French Slave-ship, *La Pensée*\*, captured some months ago, together with a South-American Privateer, *La*

\* The French government claims credit for this case as a condemnation of theirs. (See p. 116.)

Centinelle, to which she was a prize, by the United States sloop of war, Hornet, and sent for adjudication into the port of New Orleans."

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*2. Extract of a Letter from the same, to Earl Bathurst, dated Washington, Dec. 4, 1822.*

"The question of the Slave Trade has again been referred, in the House of Representatives, to a select committee, of which Mr. Gorham, of Massachusetts, is re-appointed chairman. While the resolution for renewing this Committee was before the House, one of the representatives from Maryland, expressed a decided opinion in favour of conceding the right of visit at sea, as the only effectual measure for suppressing the traffic in Slaves. There is much reason to hope that a vigorous effort will be made in this sense, by the friends of the measure, before the close of the present session; but the temper of Congress in general, with respect to its adoption, is still very doubtful. The disposition of the Government on this subject is, to all appearance, so much the same as it was last year, that I am unwilling to take any further steps of an official character, until I receive more detailed instructions.

"At a public meeting lately held in Boston, it was stated by Mr. Webster, a distinguished lawyer of that city, and one of the Representatives elected for the next Congress, that natives of New England were known to him as being concerned in the Slave Trade. Your Lordship will find a report of the speech by this gentleman in the National Intelligencer of the 26th ult."

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*3. Copy of a Letter from the same, to John Quincy Adams, Esq., dated Washington, 29th Jan. 1823.*

"Great Britain, as you are well aware, has long devoted her anxious and unrenitting exertions to the complete Abolition of the African Slave-Trade. She availed herself, during war, of her belligerent rights and extended dominion in the colonies to put down the inhuman traffic: in peace she has

spared no labour, and shrunk from no sacrifice, to supply, by a general co-operation of the maritime powers, whatever has been withdrawn from her peculiar controul by the cessation of hostilities, and the colonial arrangements consequent on that event.

“ It is matter of deep regret to his Majesty’s Government, that the result of their exertions is far from corresponding either to the cause which demands or to the zeal which sustains them. The pest which they have pledged themselves to destroy, if it be in human power to destroy it, not only survives to the disgrace and affliction of the age, but seems to acquire a fresh capacity for existence with every endeavour for its destruction.

“ To whatever fatality it may be owing, that while the obligation of adopting and enforcing measures for the extermination of the Slave Trade is solemnly acknowledged by the civilized world, this object seems rather to elude the grasp, than to approach its consummation ; Great Britain perceives, in the postponement of her hopes, however mortifying for the moment, no reason either to relax from her efforts, or to abandon the expectation of final success. Impelled by the noblest motives to persevere in the cause of Abolition, and mindful by what slow, laborious, steps the present point has been attained, she looks forward through surrounding obstacles to that triumphant accomplishment of her purpose, the benefit and glory of which will only be rendered more signal by the difficulties attendant on its progress.

“ In calling upon Europe and America to join with them in the discharge of this sacred duty, his Majesty and his Ministers have appealed, Sir, with the more confidence to your Government, as the United States have long proclaimed their decided hostility to the Slave Trade, and are surpassed by no country in the vigour of their legislative enactments for its repression. The identity of principle existing on this subject between the two Governments, is distinctly recorded in the treaty of peace ; and, in answer to every proposal which has since, by his Majesty’s command, been addressed to your Cabinet for redeeming that pledge, by a broad and

effectual application of the principle, a fresh assurance has been given of the unceasing interest with which the United States continue to promote the cause of Abolition. When to this accord in principle and sentiment is added the conviction, avowed by both parties, that, in spite of laws and treaties, the accursed traffic still thrives under the eyes of an indignant world, it would seem impossible that the two powers should be long prevented from concerting a joint system of measures against the common object of their abhorrence and just proscription. Whatever circumstances, views, or impressions, may have hitherto defeated this expectation, his Majesty's Ministers are still unwilling to despair of finding the United States at length prepared, either to close with the system of concert already offered to their acceptance, or to suggest a plan of equal efficiency in its place. The alternative embraces a duty, for the performance of which both countries are responsible before God and man.

"A deep sense of this duty, and a reliance by no means relinquished, on the general disposition of the United States, have prompted the several communications on this question, which have been addressed to you, at successive periods, either through me, or by means of the American Envoy in London. You will readily call to mind, Sir, that in the course of last summer I apprised you of the intention of his Majesty's Ministers to press for an early re-consideration of the subject, submitting whether it might not prove agreeable to the American Cabinet to anticipate that intended recurrence to it on the part of Great Britain, by some efficient proposal originating with itself. I took occasion, in repeated conversations, to urge anew, those various arguments which support and justify the opinion of his Majesty's Government; and I also placed in your hands the official papers, then recently printed by order of Parliament, in further evidence of the extent to which the traffic in human beings was still carried on from Africa, under circumstances of aggravated cruelty. In declaring, as on former occasions, the readiness of his Majesty's Ministers to examine, with respect and candour, whatever scheme of concert, if any, the American

Cabinet might think proper to bring forward as a substitute for theirs, you will remember how strongly I expressed my belief, that the only effectual measure devised, or likely to be devised, was a mutual concession of the right of search. In the exercise of that right, under such guards, and with such limitations, as may serve to tranquillize the most apprehensive and scrupulous minds, it is still conceived that the best and only cure for this intolerable mischief is to be found. You assured me, at a subsequent conference, that my representations had been duly submitted to the President. I wish it were in my power to add, that the cause which I pleaded had prevailed.

“From the printed documents which I had the honour of communicating to you, it appears that the French flag is more particularly employed to cover the illicit trade on the coast of Africa. It would, perhaps, be unfair to conclude that French property and French subjects are concerned to the full proportion in which the colours of that nation are used; but it is manifest that both are engaged in this commerce of blood, to an extent which reflects discredit, if not on the motives of the French administration, at least on the efficiency of its measures, and makes it imperative on those Governments which are pledged to each other for the suppression of the Slave Trade, to declare their reprobation of what is, at best, a culpable remissness, and to omit nothing that may rouse the French cabinet to a more active exercise of its authority.

“It was a part of my instructions to bring this point under your immediate consideration, and to intimate that the remonstrances of his Majesty's Ambassador at Paris might be attended with more effect, if the American Envoy at that court were directed to concur with his Excellency, in a joint representation on the subject. It would be idle at present to repeat the arguments adduced in executing this instruction. The answer which you returned in the name of the President, was unfavourable to the step I had suggested; and such was the result which it became my duty to announce to his Majesty's Secretary of State; but no doubt was started

with respect to the grounds on which my application rested; and, of those notorious facts, to which I referred, as calling for a joint and impressive appeal to the good faith and good feelings of the French government, you seemed to be equally convinced with myself.

“The reasons, indeed, which you alleged for declining at that time to comply with a proposal, no less simple in its nature, than useful in its object, I understood to be rather of a temporary character; and under this impression, I cannot but hope that the period is now arrived when they will no longer be found to stand in opposition to the great considerations involved in this question.

“In repeating, therefore, the invitation which I have already had the honour to convey to you on the part of his Majesty’s Government, it only remains for me to request an early communication of the intentions at present entertained on this head by the Government of the United States.”

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*4. Copy of a Letter from the same, to Mr. Secretary Canning, dated Washington, March 30, 1823.*

“Your letter of the 29th January, was, immediately after being received, submitted to the consideration of the President of the United States. The delay which has hitherto procrastinated a reply to it, has been occasioned, not by any abatement of the interest, on the part of the Government of the United States, with which it regards every effort and proposal for the full and final suppression of the African Slave-trade; nor by any hesitation with regard to the decision, which had already been formed and declared, respecting the proposal of submitting the vessels and citizens of the United States to the search of foreign officers upon the high seas; but by an expectation that measures, contemplated by the National House of Representatives, might, before the close of the session of Congress, indicate to the Executive Government of this country views upon which it would be enabled to substitute a proposal for accomplishing a total abolition of the traffic, more effectual to its purpose, and less liable to

objections on other accounts, than that, to which the United States cannot be reconciled, of granting the right of search. These measures were matured in the branch of the legislature where they originated, only at the very termination of the session, and the Senate had not the opportunity of pronouncing its opinion upon them. There is, however, no doubt on the mind of the President, that they would have obtained their sanction ; and he has, therefore, no hesitation in acting so far upon the expressed and almost unanimous sense of the House, as to declare the willingness of this Union, to join with other nations in the common engagement to pursue and to punish those who shall continue to practise this crime, so reprobated by the just and humane of every country, as enemies of the human race, and to fix them irrevocably in the class, and under the denomination, of pirates.

“ I have the honour of inclosing, herewith, a copy of the fourth and fifth sections of a law of the United States, passed on the 15th of May, 1820 ; by which it will be seen, that any citizen of the United States, being of the crew or ship's company of any foreign ship or vessel engaged in the Slave Trade, or any person whatever, being of the crew or ship's company of any ship or vessel owned, in the whole or part, or navigated for, or in behalf of, any citizen or citizens of the United States, participating in the Slave Trade, is declared to have incurred the penalties of piracy, and made liable to atone for the crime with his life. The legislation of a single nation can go no farther to mark its abhorrence of this traffic, or to deter the people subject to its laws, from contamination by the practice of others.

“ If the inference in your letter of the 29th of January, from the documents to which it refers, be correct, that the French flag is more particularly employed to cover the illicit trade on the coast of Africa, and the conjecture likewise suggested in it, that this flag is used to cover the property and the persons of individuals bound to other allegiances, be well founded ; this statute makes every citizen of the United States concerned in such covered traffic, liable, if detected in it, to suffer an ignominious death. The code of Great

Britain herself, has hitherto no provision of equal severity in the pursuit of her subjects, even under the shelter of foreign banners, and the covert of simulated papers and property.

"I am directed by the President of the United States to propose, on their part, the adoption by Great Britain of the principle of this Act; and to offer a mutual stipulation to annex the penalties of piracy to the offence of participating in the Slave Trade, by the citizens or subjects of the respective parties. This proposal is made as a substitute for that of conceding a mutual right of search, and of a trial by mixed commissions, which would be rendered useless by it. Should it meet the approbation of your Government, it may be separately urged upon the adoption of France, and upon the other maritime powers of Europe, in the manner most conducive to its ultimate success."

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5. *Extract of an Act of Congress, approved 15th May 1820, "to continue in force 'An Act to protect the Commerce of the United States, and punish the Crime of Piracy'—and also to make further Provision for punishing the Crime of Piracy."*

"Sect. IV. And be it further enacted,—That if any citizen of the United States, being of the crew or ship's company of any foreign ship or vessel engaged in the Slave Trade, or any person whatever, being of the crew or ship's company of any ship or vessel, owned in the whole or part, or navigated for, or in behalf of, any citizen or citizens of the United States, shall land from any such ship or vessel, and on any foreign shore seize any Negro or Mulatto, not held to service or labour by the laws of either of the states or territories of the United States, with intent to make such Negro or Mulatto a Slave; or shall decoy, or forcibly bring and carry, or shall receive such Negro or Mulatto on board any such ship or vessel, with intent as aforesaid; such citizen or person shall be adjudged a pirate, and, on conviction thereof, before the Circuit Court of the United States for the district wherein he may be brought or found, shall suffer death.



“Sect. V. And be it further enacted,—That if any citizen of the United States, being of the crew or ship’s company of any foreign ship or vessel engaged in the Slave Trade, or any person whatever, being of the crew or ship’s company of any ship or vessel, owned wholly, or in part, or navigated for or in behalf of any citizen or citizens of the United States, shall forcibly confine or detain, or aid and abet in forcibly confining or detaining, on board such ship or vessel, any Negro or Mulatto not held to service by the laws of either of the states or territories of the United States, with intent to make such Negro or Mulatto a Slave; or shall, on board any such ship or vessel, offer or attempt to sell, as a Slave, any Negro or Mulatto not held to service as aforesaid; or shall, on the high seas, or any where on tide water, transfer or deliver over to any other ship or vessel, any Negro or Mulatto not held to service as aforesaid, with intent to make such Negro or Mulatto a Slave; or shall land or deliver on shore, from on board any such ship or vessel, any such Negro or Mulatto, with intent to make sale of, or having previously sold, such Negro or Mulatto as a Slave; such citizen or person shall be adjudged a pirate, and on conviction thereof, before the circuit court of the United States for the district wherein he shall be brought or found, shall suffer death.”

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6. *Speech of Mr. Secretary Canning, on introducing the Slave-Piracy Bill into the House of Commons on the 16th March, 1824.*

After alluding to the almost total extirpation of the British Slave-trade through the exertions of Mr. Wilberforce, Mr. Canning proceeded to this effect:—“But true it undoubtedly is, that the trade itself still prevails, and to an enormous extent. True it is, that all the efforts of this country to procure the active co-operation of many powers against this evil have hitherto been comparatively unsuccessful. Amongst the many measures often advised, and often attempted, has been that of making persons guilty of Slave-trading obnoxious to capture, not only by vessels of their own country, but by

vessels of other powers ; in other words, that Slave-trading should be constituted piracy. Upon this point, however, there has been a good deal of misapprehension : it has been supposed, for instance, that it was competent for the Congress at Verona, an assembly of sovereigns, to erect Slave-trading into a piratical offence, and thereby to render the individual pursuing it amenable to the law of nations. I need hardly state, that this notion is founded in error : we are the last country that ought to admit that any convention of sovereigns, or union of governments, can establish a law universal in its operation, and involving nations in no respect parties to the convention. The only mode of attaining the object we have in view is this : that every nation shall for itself declare Slave-trading to be piratical—to be liable to the same law, and punished by the same sanction ; in fact, what we in England call statutable piracy. This is what Great Britain has, on more than one occasion, proposed ; but she has hitherto always proposed it in vain. We offered both to France and the United States by treaty, to give a right of mutual visit and search in case of suspected Slave-trading. But honourable gentlemen will not be surprised, recollecting the many sore points of maritime law and maritime pride, that the proposition had not been very warmly received. By France it has been rejected altogether ; but I am happy in being able to inform the House, that not many hours, or rather not many days ago, a treaty was received, signed by my right honourable relation, our Minister to the United States, and by the American Minister, which authorises a vessel of either nation to detain a vessel of the other, if detected in carrying on the traffic in Slaves ; provided that in both countries the same sanctions shall be established as to the nature of the crime. This right has been granted, of course, under certain regulations and restrictions, applying to both states. The House is probably aware, that in the United States an Act has already passed, inflicting upon Slave-trading the same penalty as upon piracy ; and I propose to night, to bring in a Bill with precisely the same object ; and after it shall have passed, the navies of Great

Britain and of the United States will co-operate for the purpose of extinguishing this traffic, as far as regards the subjects of the two powers. The present is not the time for entering into the details of this arrangement; but honourable gentlemen, who recollect how anxiously questions of maritime law have at all times been contested between us and the United States, will readily suppose that some points of dignity have been reserved on both sides, and certain boundaries of maritime law left unbroken; but upon the point of the Slave Trade, the powers are defined, ample, and effectual. We have each reserved to ourselves the right of administering our own law, although the right of capture belongs to both. For instance, if an American ship should capture a British slave-trader, (and God forbid she should not, if such an one could be found,) she is to remit the captured vessel to the nearest ship of war of her own nation, or to her nearest native maritime port, for final adjudication. The same reservation has been claimed and conceded on the part of the United States; and were it otherwise, many inconveniencies might arise. Each country has by this arrangement saved for herself the administration of her own laws, and avoided the difficulty of confounding international jurisprudence. I trust that the completion of this arrangement will not be the termination of its benefits; for when Europe sees the two greatest maritime nations in the world so far compromise their maritime pride, as to act together for the accomplishment of such a purpose, they must feel that, in the future discussions for the universal abolition of the Slave Trade, the united remonstrance of such powers would receive no small force, in bringing others to think with them on the necessity of coming to a common understanding, in support of a true, virtuous, and beneficent confederacy, for the total and universal abolition of the Slave Trade."

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*7. Act for the more effectual Suppression of the Slave Trade, passed 31st March, 1824.*

"Whereas it is expedient to make further provision for the suppression of the African Slave-trade, by enacting, that

persons committing the offences herein-after specified shall be deemed and adjudged to be guilty of piracy; be it therefore enacted by the King's most excellent Majesty, by and with the advice and consent of the Lords spiritual and temporal, and Commons, in this present Parliament assembled, and by the authority of the same, That if any subject or subjects of his Majesty, or any person or persons residing or being within any of the dominions, forts, settlements, factories or territories, now or hereafter belonging to his Majesty, or being in his Majesty's occupation or possession, or under the government of the United Company of Merchants of England trading to the East Indies, shall, except in such cases as are in and by the laws now in force permitted, after the first day of January one thousand eight hundred and twenty-five, upon the high seas, or in any haven, river, creek, or place, where the admiral has jurisdiction, knowingly and wilfully carry away, convey, or remove, or aid or assist in carrying away, conveying, or removing, any person or persons, as a Slave or Slaves, or for the purpose of his, her, or their being imported or brought as a Slave or Slaves into any island, colony, country, territory, or place whatsoever, or for the purpose of his, her, or their being sold, transferred, used, or dealt with as a Slave or Slaves; or shall, after the said first day of January one thousand eight hundred and twenty-five, except in such cases as are in and by the laws now in force permitted, upon the high seas, or within the jurisdiction aforesaid, knowingly and wilfully ship, embark, receive, detain, or confine, or assist in shipping, embarking, receiving, detaining, or confining, on board any ship, vessel, or boat, any person or persons, for the purpose of his, her, or their being carried away, conveyed, or removed as a Slave or Slaves, or for the purpose of his, her, or their being imported or brought as a Slave or Slaves into any island, colony, country, territory, or place whatsoever, or for the purpose of his, her, or their being sold, transferred, used, or dealt with as a Slave or Slaves, then and in every such case the person or persons so offending shall be deemed and adjudged guilty of piracy, felony, and robbery; and being convicted

thereof shall suffer death without benefit of clergy, and loss of lands, goods, and chattels, as pirates, felons, and robbers upon the seas ought to suffer.

“II. Provided always, and it is hereby further enacted and declared, That nothing in this Act contained, making and declaring the aforesaid offences to be piracies, felonies, and robberies, shall be construed to repeal, annul, or alter the provisions and enactments in any other Act or Acts contained, imposing forfeitures and penalties, or either of them, upon the same offences, or to repeal, annul, or alter the remedies given for the recovery thereof; but that the said provisions and remedies shall in all respects be deemed and taken to be and remain in full force, as they existed immediately before the passing of this Act: provided also, that nothing herein contained shall be construed to repeal, annul, or alter any of the enactments or provisions contained in an Act passed in the fifty first year of his late Majesty, intituled ‘An Act for rendering more effectual an Act made in the forty-seventh Year of his Majesty’s Reign, intituled “An Act for the Abolition of the Slave Trade;”’ except so far as such enactments or provisions are altered or varied by this Act; but that the said Act shall in all other respects remain in full force and effect.

“III. And be it further enacted and declared, That all and every the offences herein-before specified shall and may be inquired of, either according to the ordinary course of law, and the provisions of an Act, passed in the twenty-eighth year of the reign of King Henry the Eighth, intituled ‘An Act for Pirates,’ or according to the provisions of an Act passed in the forty-sixth year of the reign of his late Majesty King George the Third, intituled ‘An Act for the more speedy Trial of Offences committed in distant Parts upon the High Seas.’

“IV. And be it further enacted, That this Act may be amended, altered, or repealed by any Act or Acts to be passed in this present session of Parliament.”

8. *Extracts from the Sierra Leone Gazette, respecting the American Colony at Cape Mesurado.*

" Feb. 8, 1823.

" Advices have been received from the American settlements at Mesurado, and we regret much that they should be of the melancholy nature the annexed letters will shew them to be. It is a most melancholy circumstance, that of twelve Europeans who volunteered to assist them, the officer and eight men should have fallen victims to disease in so short a space of time. Mr. Ashman was also, we are sorry to state, in a very poor state of health at the departure of the Snapper. His exertions appear to have been unremitting, praiseworthy, and excessive, and his health to have been destroyed by an anxious and unceasing attention to the security and care of the small community under his charge. Amongst these afflicting tidings, it is still gratifying to find that the British character is duly appreciated by the natives of that part of the coast; and that though exposed to all the degrading effects of a constant communication with slave-traders, and all the misrepresentations and lies which would be incessantly pressed upon them against the British, yet they allow us the influence due (we are proud to say) to our honest and upright dealings with them. Their safety at present seems secured, and there is not supposed to be any fear of the natives breaking the truce they were induced by Captain Laing to form with the infant settlement. Mr. Rothery, we rejoice to say, succeeded in the objects expressed in the first of the following letters, and had the gratification of obtaining the liberation of all their children. Mr. Ashman, in his private letters to a friend in the colony, speaks in the highest terms of the kindness and assistance he received from Lieutenant Rothery, and appears to feel most grateful for all the aid he has received from British officers."

" Seat of the United States Agency, Cape Mesurado,

" Jan. 29, 1823.

" To Lieut. Rothery, Commander of his Majesty's Brig Snapper.

" Sir,—Among the disasters of the late conflicts with the

native tribes, one of the most afflicting is the captivity of seven small children belonging to our people. They are still retained by their captors, with the exception of one recovered by a trifling ransom.

"There are reasons for supposing, that by presenting suitable persuasives through an influential agent, all may be regained.

"The natives have a profound veneration for the English name: the presence of a British officer has had, under my own observation, and the most forbidding circumstances, a controlling influence over the determinations of every prince and head man engaged in the late war; a truce has thus been settled, the precious fruits of which we are now enjoying.

"Captain Laing engaged unofficially in the benevolent negotiation, and succeeded entirely by argument and persuasion. I have, Sir, now to request of you, as a very important as well as friendly office to the colony and to individuals, to consent to meet and converse in a friendly way with such of the native chiefs as I will assemble for the purpose, with a view to the immediate liberation of those little captives, this day at noon.

"The particular arguments and details of the conversation are, of course, submitted wholly to your own discretion; but I beg leave to subjoin, as I have done in the enclosed, a few hints which you may perhaps use with advantage.

"I am, dear Sir,

"Respectfully your obedient servant,

(Signed) "J. ASHMAN,

"Superintendent of the Colony of free Blacks  
and liberated Africans at Mesurado."

"To T. H. Rothery, Esq. Commander of his Britannic Majesty's Brig Snapper.

"Dear Sir,—The American colony of free Blacks, now established at Cape Mesurado, having derived the most important benefits from the repeated interposition of the kind offices of his Britannic Majesty's naval officers, and in a recent instance saved from impending destruction through

their benevolent agency, I consider it a duty to furnish a brief statement of the facts which led to the appointment of Midshipman Gordon, and eleven sailors, all belonging to the crew of the *Driver*, to our assistance, and of the particulars relating to their tragical and lamented fate.

“ The territory we hold here was obtained by fair purchase from all the native kings who could be concerned in the transaction : its occupation took place in January 1822. This step discovered the treacherous character of the natives. It was strenuously but unsuccessfully opposed by the very individuals who signed the deed securing to us the purchased territory. The number of settlers who arrived at first to occupy the land, did not exceed, their families inclusive, fifty persons. By a judicious line of conduct, this small company evaded the calamity of an open rupture and war with the country people ; although abandoned of both the White agents, who had returned to America for recovery of their health.

“ In August last I arrived with a reinforcement of about fifty additional settlers. This accession of strength awakened the apprehensions of the natives, as they pretended, for the ultimate security of their country and independence. Every tribe in the neighbourhood combined against us ; and having hired a large body of warriors from the interior, which they united with their own forces, they made a furious but irregular attack upon our little town on the 8th November last. Happily we were enabled, by the aid of Heaven, and the active use of our great guns, to repulse them with great slaughter ; but our loss, considering the smallness of our effective force, scarcely exceeding thirty men, was considerable. Our diminished force was, however, obliged to struggle on the 1st December with double the former number of assailants ; but having the advantage of fighting within palings, we repulsed them with the loss of only three men, after a conflict of one hour and a half.

“ Providentially the colonial schooner, *Prince Regent*, Captain M'Coy, passed the Cape the same morning, proceeding to Cape Coast with Captain Laing and several other



officers passengers, together with two midshipmen and a number of sailors, composing a part of the Driver's crew.

" Being nearly destitute of hard shot, getting short of powder, and perceiving it to be the policy of the natives to wear us out by repeated attacks, I was compelled, by a sense of duty to the colonists and to the cause of humanity, to apply for aid to the gentlemen officers on board the schooner. They were good enough to drop into the road, enter into a negotiation with the native chiefs, which will no doubt issue in the establishment of a permanent peace; and, for our protection and aid, to permit Mr. Gordon, and eleven sailors of the Driver's crew, to remain with us until the arrival of a vessel of war, by which they might regain their ship. Both officers and men voluntarily offered themselves to this service.

" At this period universal health prevailed in the colony. The situation of the town has been regarded as one of the most salubrious on the whole windward coast of Africa. But on the 17th December, Mr. Gordon was seized with all the symptoms of an inflammatory fever; a physician was present at the time, whose attendance during the two days of his stay on this interesting patient was scarcely intermitted day or night. But his case soon became alarming, and, on the 24th, hopeless. He generally enjoyed the exercise of his reason till two days before his death, which took place on Christmas-day, at 5 o'clock P. M. Several vessels, two of which were armed cruisers, lying at the Cape at the time, we were enabled on the following day, to pay our last respects to his remains, by interring them, shrouded in the British flag, with the honours of war. The procession was composed of guards, a band of musicians, physician, clergyman, pall-bearers, carriers, and nearly every individual of the colony who was able to walk to the grave. The whole was conducted with that decent solemnity which bespoke the deep feeling of a large proportion of those who assisted on the occasion; for Mr. Gordon's amiable qualities could not fail to ingratiate him in the affections of all his acquaintance.

"The sickness commenced among the English sailors about the 20th December, and spread with such rapidity that, before the end of the month, every man was laid by, and several deaths had occurred. The first was that of Davis, who died on the 25th: his was followed by that of Robert Cully and Rowland Ellis on the 27th. To these succeeded, with fatal rapidity, the deaths of George Rowland, Wm. Spencer, James Conard, Peter Fuller, and James Thomas, in the order in which they are here named. The last died at the conclusion of the first week in January.

"To express the regret I feel that a measure, so full of benevolence as the leaving of this little force with us, should end in so disastrous an issue, is superfluous: to attempt it would but wrong my own feelings. We have derived from the presence of those unfortunate men a great benefit. It assisted, in a powerful manner, to allay the war-spirit of the natives—inspired a fresh spirit of resolution into our people—and relieved them, for nearly three weeks, from a part of almost their insupportable burthens, especially that of keeping watch at night.

"On the 28th of the present month, we were, dear Sir, gratified with the sight of your brig at anchor in our roads. I have delivered to you the arms, accoutrements, and effects of the deceased, and of the three surviving convalescent sailors, and shall rest it with the honour of my Government to make such an acknowledgment of the favours rendered by the officers and other agents of yours employed on this coast, as justice, and a proper estimate of the beneficial influence of international favours, given and received, plainly dictate.

"I am, dear Sir,

"With sentiments of respect and gratitude,

"Your obedient servant,

(Signed) "J. ASHMAN,

"Act. Agent of U. States for Liberated Africans,"

"March 1, 1823.

"We have much satisfaction in stating, that, by letters received from Cape Mesurado, we learn the American colony at that place was all well on the 14th ultimo, and that the

surrounding nations were quiet. There appeared to be no disposition evinced at that period, to break the truce which had been so happily established with the assistance of Captain A. Gordon Laing, on his way to Cape Coast.

“The arrival on this coast of the United States’ ship *Cyane*, Captain Spence, will be of the utmost advantage to the infant settlement. He will be able to ascertain, personally, the difficulties they have to contend with, and the kind of assistance which will be most effectual for their future security and comfort; and a report on the subject, from an officer of Captain Spence’s rank and intelligence, must secure more attention than any representations of a resident agent. We understand that that officer has resolved upon a most important addition to the strength and respectability of the new colony in the eyes of the natives. He is about to refit the American schooner *Augusta*, which has been lying useless so long in this harbour, and will place her in charge of a lieutenant and crew from the *Cyane*, with directions to attend upon, and aid, the settlement to the utmost of his power.”

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## F.

### MISCELLANEOUS INFORMATION RESPECTING THE SLAVE TRADE.

1. *Extract of a Letter from Messrs. Gregory and Fitzgerald, to the Marquis of Londonderry, dated Sierra Leone, September 20, 1822.*

“IN the Bight of Benin, Lieutenant Hagan took the Portuguese brig *Estrella*, having on board a cargo of Slaves. For the details of that case, we beg leave to refer to the particular statement respecting it. We have only to add here, that the letter of instructions from the owner indicates

an intention of taking a number of Slaves beyond the regular proportion to the tonnage of the vessel; for each of which extraordinary Slaves, an additional freight was to be charged.

“ Lieutenant Hagan could have taken another vessel with a cargo of Slaves, if the strength of his crew had been sufficient to allow him to man two prizes with due regard to their security and that of the Thistle. He saw no less than nine vessels, under the Portuguese flag, all come for Slaves. He considered the Portuguese Slave-traders to have transferred themselves entirely to the Bight of Benin from their former haunts in the Bight of Biafra. Lieutenant Hagan conceived that the motives of this change were, the depth of water along the shore in the Bight of Benin and the vicinity of the Slave-trading stations to the sea, by means of which the Slave-trading vessels are enabled to get away rapidly on the approach of a ship of war, and to attain a safe distance in a short time, after they have taken advantage of a favourable opportunity to embark their Slaves.

“ In the rivers of the Bight of Biafra, they had hoped that they would be inaccessible to attack, or capable of resisting with success the attacks of boats. But events have proved that they are accessible, and that the attacks by boats are not to be successfully resisted by them, while they are disabled from escape by flight, being so completely land-locked.

“ We have had occasion to notice, particularly in our reports of many of the cases brought before the British and Portuguese Courts of Mixed Commission, the undue facilities given to the illegal traffic by those in authority at Prince's Island, and the perversion of the liberty to call at that island, and at St. Thomas's, in voyages from Brazil, to the purposes of Slave-trade in the stations north of the Line. In the cases of the *Defensora da Patria*, of the *Nymfa del Mar*, and some others, the collusion to this illegal purpose was most foul and glaring, as the particular reports of those cases, and the parts of the evulence especially noticed in those reports, will shew in a more decisive manner.

“ The papers of all vessels cleared out from the ports of

Brazil for the coast of Africa are perfectly regular. If the destination be avowedly for the coast north of the Equator, the objects of the voyage are distinctly limited to legal commerce, with an express prohibition against meddling in any way with Slave-trade. In the case of the *Des de Fevereiro*, these documents were coupled with private letters of the same tenor, so numerous, so uniform, and so strong, that nothing short of the positive proofs found, of her being actually engaged in obtaining a cargo of Slaves, could efface the impression of innocent and laudable commerce, made by the contents of these papers. Subsequent cases of the same description, although without the same combination of private as well as public papers, have shewn that papers of that description are used as common means of deception.

“ The vessels that clear out avowedly for the Slave Trade have papers of express destination to Molembo or Cabinda, south of the Line, sometimes with liberty adjoined to call at Prince's Island, or at the Island of Saint Thomas; the uniform abuse of which permission, for the purpose of inlet to the Slave-trading stations north of the Line, has already been noticed.

“ The general practice of keeping the Slaves on shore until the whole cargo is collected in readiness for embarkation, causes many vessels so engaged to be left unmolested: and in the cases in which vessels found in such circumstance have been detained, on the ground of having had one Slave, or more, actually on board, for the purposes of the traffic, the proofs have been found in some instances deficient, as in the case of the *Rosalia*, Spanish schooner, taken in the Rio Pongos, in January last, by his Majesty's brig *Thistle*; in some imperfect, as in the case of the *Estrella*, Spanish schooner, prize to his Majesty's ship *Morgiana* Captain Knight, taken in the month of March off Trade Town; in others very difficult, as in the *Joseph*, Spanish schooner, prize to the detachment from the *Iphigenia*, placed under Lieutenant Clarkson, on board of the American schooner *Augusta*; the *Des de Fevereiro*, Portuguese brig,

prize to his Majesty's ship *Iphigenia*, Commodore Sir Robert Mends; and the *Nynfa del Mar*, also prize to the *Iphigenia*.

"If we may presume to recommend to your Lordship the amendment of any particular deficiency in the existing treaties, otherwise than in our usual manner of presenting to your Lordship's notice the circumstances that furnish the suggestion, we would entreat that, if vessels having Slave-trading outfit cannot, at least this crying abuse of having cargoes of Slaves collected on shore should, be made equivalent to having them on board, and that vessels in such circumstances should be made liable to detention and condemnation."

2. *Extracts of Letters from H. J. Leeke, Esq. of H. M. S. Myrmidon, to Commodore Sir R. Mends,*

"September 12, 1821.

"After completing my water in the bay of Fernando Po, I put to sea with the determination of searching the Bonny River, if the weather would permit. I accordingly anchored off Antony Point on the evening of the 9th August; and at daylight the next morning, I dispatched the boats under the command of Lieutenant Bingham, for the purpose of intercepting any Slaves he might find there. In going up the Antony River instead of the Bonny, we ascertained that it was a much shorter cut to the anchorage of the Slave-vessels in the latter river, and that it enabled the boats to surprise them by day-break. They found no less than six French vessels all trafficking for Slaves: the first they boarded was a brig, with 150 on board; and the captain of her informed Mr. Bingham that there was a Spanish brig and schooner in the creek full of Slaves, and their crews on shore in a state of mutiny. We immediately pulled in the gig (with the pinace in company) to search them, and upon approaching he fired a musket or two to make them hoist their colours, and to prevent their Slaves from jumping overboard, which numbers were in the act of doing: they took no notice of this;

but upon coming within pistol-shot, they hauled up their ports and commenced a heavy fire of grape and musketry. The contents of the first gun, I am sorry to say, took the stern sheets of the gig, and severely wounded Lieutenant Bingham, Mr. Deschamps, midshipman, and John Morgan, serjeant of marines, and one seamen. This resistance being so unexpected, and the commanding officer apparently dying from the wound he had received in his breast, and the vessels keeping up so warm a fire upon them, he judged it expedient to withdraw the boats until a stronger force could be obtained.

“Immediately upon receiving this intelligence, I dispatched Mr. Edwin, with a reinforcement of twenty-nine men, to attack them; but he having ascertained that the vessels had made every possible preparation to defend themselves, by lashing several hundreds of iron bars round them, and laying a platform of the same athwart from the upper part of the bulwark, and then awnings so tightly nailed down that no entrance could be effected but by one man at a time: under all these circumstances, I judged it impracticable for our boats to board without sacrificing many lives, and the weather being extremely bad I was unwilling further to expose my men. I therefore conceived it my duty to do my utmost to take the ship up the river, in order to punish the renegadoes for their insolent conduct. I was further induced to make the attempt, in consequence of a representation having been made to me that the king of Bouny had very ill treated our merchants trading with him for palm oil, detaining them unnecessarily six or seven months, while the Slave-vessels received their cargoes in the short space of one; and they felt satisfied that the appearance of a man of war would be of the greatest importance to their trade. Having, therefore, taken every possible precaution of sounding repeatedly upon the two bars, laying buoys down and waiting for the advantage of clear weather, the proper time of tide, and a fair wind, which necessarily in the rainy season on this coast caused much delay, I am happy to say I crossed the bar in safety,

carrying three and a half fathoms, and anchored in the road of Bonny a little after sun-set, on the 31st August.

"The Spaniards, upon seeing the ship, immediately escaped on shore, and sent me a joint letter acknowledging that they had done wrong by firing into the boats, and entreated I would take their vessels and spare their lives. To this, of course, I made no reply: but finding that all the Slaves had been sent on shore, and that the natives had taken away all their cargo and provisions, much time was lost previous to our taking possession, in making the king deliver them up again; which, however, I at length effected by threats and intimidation.

"On boarding them we found 154 Slaves in the brig, and 130 in the schooner: the former is a remarkably fine vessel of 254 tons, mounting 12 carriage guns, and at the time she fired upon our boats had a complement of seventy-five men, thirty of whom had been taken from the schooner."

"Previous to leaving the river with my prizes I had many interviews with king Peppel upon the subject of our palm-oil trade. The captains of the merchant ships complained that it had been a practice for some time to pay him a proportion of the cargo of each ship that arrived by way of duty; but that this had been carried to such a length that he had at last extorted goods to the amount of 300*l.* sterling before he would allow them to open trade, and sometimes detained them in this way for a month, which, in addition to the further delay of nearly six months, occasioned by the preference being given to the slaving vessels, caused a considerable loss to the owners of these valuable ships as well as a great mortality among their crews.

"In order to put a stop to these arbitrary proceedings I drew up an agreement with king Peppel, in the presence of the masters of the merchant ships, obliging him to complete their cargoes in three months, which is only half the time they have hitherto remained out, and likewise fixed a stated sum to be received by him as a duty. This he signed in some hesitation, and at length promised most faithfully to comply



with it ; but as I do not place much dependence upon the faith of African monarchs, I gave him to understand that a man-of-war would be ordered frequently to visit his river and enforce a strict performance of his promise.

“ I at the same time strongly urged him to abolish the Slave Trade. He replied that it was his chief support ; but if the king of England would send him annually a seventy-four gun ship laden with goods he would give it up. I laughed at his *modest* request, but, at the same time, promised to communicate it to you.

“ Indeed it is almost impossible to credit the extent to which the Slave Trade is carried on. There actually sailed from this river, between the months of July and November last year, 126 slave-vessels!!! eighty-six of which were French, and the others Spaniards. Six of them were heavy vessels ; one a frigate-built ship, mounting 28 twenty-four pounders, long guns and carronades, 200 men, English, American, and Spaniards ; a corvette of 26 guns, twenty-four pounders, long guns, 150 men ; a corvette of 16 guns, twenty-four pounders, carronades, 96 men ; a brig of 18 thirty-two pounders, 100 men : and a brig of 16 guns, 60 men, all Portuguese and Spaniards. This information was given to me by the captain of one of our merchant vessels, who was actually on board each of them. An immense number have already sailed this year, and I find many more are expected : and I have ascertained from good authority, that they will generally be under the French flag ; that is, they sail with their slaving cargoes on board from the Havannah to a port in France, and there clear out, come to this coast under the pretence of purchasing palm oil and ivory, ship their slaves, and return to the Havannah thus inhumanly laden.”

“ November 7, 1821.

“ According to my intention, mentioned in the report I had the honour to send you, dated 12th September, I have visited the old Calabar, Rio del Rey, Bimbia river, and the Cameroons, I am sorry to say without success. Information

travels so rapidly from river to river by the creeks of this country, that the news of my having taken the vessels from the Bonny had reached a week before I could appear off: the slavers became alarmed and shipped what Slaves they could, put to sea, and thus have escaped me. A Spanish felucca, bound to the Havannah, sailed with 200 a few days prior to my boats searching the Old Calabar; and a Portuguese brig with the same number for Bahia, sailed three days previous to my anchoring off the Cameroons.

“ From the former river there had sailed, within the last eighteen months, 177 vessels with full cargoes: more than the half of them were under the French flag, the others Spaniards and Portuguese. These accounts have been given me not only from the kings and chiefs of the rivers, but from those who were actual eye-witnesses of the shipments and sailing of the unfortunate Negroes.

“ Thus you will perceive that this horrid traffic has been carried on to an extent that almost staggers belief. The vessels reported in my last to have left the River Bonny between the months of July and November 1820, with 86 that have already sailed this year added to these, with 35 from the Bimbia and Cameroons, will make their number 424, many of them carrying from 500 to 1000 Slaves; and by allowing only the very moderate average of 250 to each vessel, will make 106,000 Slaves exported from four of the northernmost rivers in the Bight of Biafra, in the short space of eighteen months, and by far the largest half in vessels bearing the French flag.”

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3. *Affidavit respecting the Murders committed on board the Portuguese Slaving-brig Volcano do Sul, detained by the Pheasant.*

“ Colony of Sierra Leone.

“ Personally appeared Quashie Sam, alias Sam Quashie, who, being duly sworn on the holy Evangelists, deposeth and saith, That he is a native of Cape Coast, lately employed in

his Majesty's ship *Pheasant* : That in the month of October 1819, he, the deponent, four White seamen, two Kroomen, and another native sailor of the same country as himself, were put on board a slave-brig, the *Vulcano*, detained by the *Pheasant* : That Mr. Castles, a midshipman of that ship, was placed in charge of the said brig, to navigate her to Sierra Leone. Of the original crew of the *Vulcano* there remained on board, the captain, boatswain, one White sailor, and a Black man as cook : That about six weeks afterwards, on the passage to Sierra Leone, deponent was in the fore-hatchway feeding the Slaves, about the hour of two o'clock in the afternoon, when he heard a shot fired on deck : That on looking up out of the hold, he observed the Portuguese captain in the act of cutting down Mr. Castles with a cut-las, and saw Mr. Castles fall bleeding overboard. Mr. Castles was fishing, and in the chains when attacked : the Portuguese captain then fired at the two White sailors who were in the fore-top, and they both fell overboard : the quarter-master was lying dead at the helm ; deponent supposes he had been killed by the first shot, at the moment when the captain killed Mr. Castles : the Portuguese White sailor and the Black cook ran forward and killed the White sailor on the fore-castle, and threw him overboard : the two Kroomen jumped into the sea and were drowned. Deponent attempted to come up on deck, but was prevented by the captain, who snapped a musket at him : they (the Portuguese) also fired at deponent's countryman who was at the main hatchway, and closed down the hatches : That at twelve o'clock at night the hatches were opened, and deponent and his countryman brought on deck : the captain told them that he would save their lives and sell them at Bahia, unless he fell in with an English vessel, in which case he must kill them to prevent discovery. They then sailed for Bahia, and on arrival off that port a boat came off to the brig from the shore : this boat the captain sent back again with a letter, and some hours afterwards a supply of provisions came off, on receiving which they made sail and got out to sea : they stood off and on for six days, and then returned off Bahia and came to

anchor : That on the same day a schooner with three masts came out to them, into which all the Slaves, together with the deponent and his countryman, were removed from the *Vulcano*; the Portuguese captain and his people then came on board the schooner, having first scuttled the brig, which sunk soon after : That the schooner was then got under weigh, in which they ran past Bahia, and came to anchor in a bay about twenty miles distant from that place ; here the Slaves, with deponent and his countryman, were landed, and all placed together in a house, in which they remained about two or three weeks, when a merchant from Mina purchased deponent and a number of the other Slaves : That immediately after, they were put in a boat, and taken to a place called Cachway which is about two days' sail from the neighbourhood of Bahia : at that place deponent met a Cormantyn man, who told him that his (deponent's) master lived a great way up the country at the mines : on hearing this, deponent told the Cormantyn man to tell his said master, that he, deponent, would not go with him : That in despair he refused food, and would not move when the other Slaves were about to march ; he was then severely flogged, and tied on a horse, but still refusing food his master sold him five days afterwards, at the fair of Saint Ann, to a planter named Francisco Manoel Secara : That through the interpretation of a Slave, whom deponent had formerly known in Africa, he acquainted Senior Francisco with the particulars of the murders on board the *Vulcano* : That he lived with that person for about sixteen months, principally employed twisting tobacco : That at the end of this period deponent heard that his master intended to sell and send him to the mines ; upon which he ran away and got to San Thoma, on the water side : That he went from this place in a passage-boat to Bahia : on coming into harbour he saw a brig with English colours, and went on board of her, when he told the master his case, and remained all night : That in the morning the master told him we must go on shore, as his was a merchant vessel : he then returned to San Thoma, where he remained in the Bush for two weeks : That at the end of that time deponent heard a morning and

evening gun fired in the harbour of Bahia, and on inquiring heard that an English man-of-war had arrived with a slave-schooner: That he then purchased six fowls, and, under pretence of selling them, went to Bahia, and got on board the English man-of-war, the *Morgiana*, in which ship he came to this colony.

“Taken and sworn before me, at Free ~~Sam~~ <sup>his</sup> Quashie, Town, in the said colony of Sierra Leone, this 7th March 1822.

(Signed) “J. O. N. WALSH, M. C. and Ag. Sec.”

4. *Extracts of Letters from Captain Grace of H. M. S. Cyrene, to Commodore Sir R. Mends.*

“5th October, 1822.”

“On the morning of the 23d, when at a short distance to the northward of the river Gallinas, saw two schooners in shore standing for this ship; but on making her out they tacked, and stood to the southward: all sail was immediately made in chase, and after a run of seven hours, with the wind from the westward, we succeeded in preventing them from weathering Cape Mount, and took possession of the weathermost as it became dark; the leewardmost having tacked two hours previous in the hope of getting out to sea. No time was therefore lost in taking the men out of the captured vessel, and putting a party from the ship on board, when we again made sail after her consort; and I am happy to say also succeeded in capturing her at 12 P. M. She proved to be L'Hypolite French schooner of ninety five tons, two guns, and nineteen men; and that which we had previously taken possession of to be the Aurora Dutch schooner of 144 tons, four guns, and twenty-six men, both well armed with muskets, pistols, cutlasses, &c. fitted out for saving in the most complete manner; had been upwards of two months on this coast, and perfectly ready for receiving their cargoes of Slaves on board, who I found were assembled at their factories in the river, where were also the masters and part of

the crews of both vessels with the irons, boilers and other appurtenances of Slaves quite prepared for embarkation. This, with other information which I received, determined me to send to king Siaca, and request the liberation of those Slaves who were purchased, with part of the cargoes of the captured vessels. I accordingly anchored late last night off the mouth of this river ; and at day-break this morning the boats of this ship, under the command of Lieutenant Courtenay, and fully prepared for any event, passed the bar through a tremendous surf, where they were immediately received with a heavy, but badly directed, fire of musquetry from the jungle on both sides, not a hundred yards distant, which was kept up as they passed up the river, till they opened the lower factory island, when they were met with a severe raking fire from two long eighteen-pounders, and one eight-inch howitzer, and some hundred men with small arms. Nothing, however, could check the ardour and spirit of the officers and crews, who gallantly pushed on up a narrow river against a strong ebb tide and a most intricate navigation, having grounded seven times while under a heavy fire of grape and musketry, till they landed on the island, took possession of the guns, turned them against the covers on both sides of the river, and for a short time cleared them of their troublesome neighbours.

“ As the boats landed on the islands, they had the mortification to see those unfortunate beings whom they hoped to liberate, through the influence of the king, hurried from the factories, thrown into war canoes, and carried out of sight higher up the river.

“ I fear, Sir, that my account of this small affair may appear prolix and unnecessary ; but I feel that I could not in fewer words do justice to the conduct of the officers and men employed on this occasion, and otherwise justify the measures they were forced to pursue in self-defence, towards the natives of a country whose king has always professed friendship for the British Government, than by stating every circumstance which took place arising out of this wanton act of aggression on their part. At the same time I must

state, for your further information and that of the British Government, that those acts originated through the influence which is exercised here over the natives by several Europeans, to the number of eight or ten, the dregs of France, Spain, and America, who have hitherto carried on the Slave Trade perfectly unmolested, and to an extent hardly credible, and who, I have since been informed, erected the battery with a determination of resisting to the utmost any force that might be sent to put a stop to their inhuman traffic. On this occasion, however, they were ably assisted by Mr. Benjamin Liebray, master of the Aurora, but formerly commanding a French national corvette, and M. Louis Gallon, master of the Hypolite, who with that part of their crews who were on shore made so considerable an addition to the European force, as to countenance and encourage the natives.

“Although all that has taken place was unforeseen on our part, and brought on by the attack of those Europeans and the natives, yet I trust that the measures which were afterwards pursued are such as will meet your approbation; as we have succeeded for a time in disturbing a nest of wretches who have lived by this most detestable traffic, and who have for a long time been existing within little more than one hundred miles from a government formed solely for the purpose of its extermination.

“I have now only to add, that four days before my arrival a Spanish schooner sailed from this place with three hundred Slaves on board, and within the last month three other vessels had departed with full cargoes.”

“November 2, 1822.

“I have the honour to acquaint you, that since my letter of the 23th ult. I have succeeded in opening a direct communication with king Siaca, who, it appears, was some distance in the interior on that morning. He denies all previous knowledge of the attack which was made on our boats, and accuses the masters of the captured schooners of having served out rum, powder, shot, and arms, to the neighbouring natives for the purpose of the attack, and, as he states, exhorted them not to spare a single Englishman;

which exactly agrees with the information I had previously received.

" He also appears so highly incensed against the French for being the cause of the destruction of the factories and adjoining houses, that those Europeans who took a part in the transactions of that morning have been forced to fly for refuge into the territories of some neighbouring chief.

" King Siaca has very readily entered into my wishes for giving up those Slaves who were purchased, with part of the cargoes of the captured schooners, as well as such other things as were landed from them ; and I am happy to say, that this morning we received on board the *Aurora*, 43 men, 21 women, and 116 boys and girls, the latter from the age of eight to thirteen, all of whom were purchased by the master of that schooner since her arrival on this coast. They all appear healthy, are sensible of their change of condition, and quite happy at their release.

" I shall immediately despatch her to Sierra Leone for adjudication, and proceed in his Majesty's sloop under my command to carry into execution the remaining part of your orders."

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## 6. *Extracts from the Sierra Leone Gazettes.*

" March 15, 1823.

" We have received some distressing information on the subject of the windward Slave-trade, by the *Trafalgar*, which arrived this morning from Bathurst St. Mary's. At Port Praya, the principal town in St. Jago, and the residence of the Governor-general of the Cape Verd islands, different vessels had arrived laden with Slaves from Cacheo and Bissao. The notorious Brandao, whose vessel was captured during the last year by Commodore Sir Robert Mends, had returned from the Brazils, after a successful voyage: this wretch had visited Bissao, and had thence arrived at Praya again with a full cargo. Another slave-dealer, named Leger, had likewise made two or three voyages to Bissao; and, to crown the whole, a French brig had sailed from Port Praya



for the Havannah, with a full cargo of miserable victims. In another Number, we hope to lay before our readers further details concerning the foregoing infamous transactions."

" December 13, 1823.

" We have again to lament, that the baneful exertions of the blood-thirsty slavers of the Gallinas are now at their full height, in consequence of the arrival of several vessels for fresh cargoes of human victims. Their numerous agents in the Sherbro and Shebar rivers, are now on the full scent, like the bloodhounds of old, in pursuit of wretched fugitives. As fell, unerring, and partaking alike of their thirst for blood and brutish nature, are these scourges to the human race.

" The immense number of Slaves taken in the war, which has devastated the fertile and once populous banks of the Deong, and which is supposed to have been fomented by the notorious Tuckers and Cleveland, together with other chiefs deeply interested in the Slave Trade, has of course largely supplied the market, though the increased demand has required increased activity, and we fear would have protracted the war, had it not been for the prompt measures adopted.

" It may be necessary to state, that the slave-mart of the Gallinas derives its supply of victims from the towns and villages situate upon the numberless tributary streams and rivers, among which we may name the Boom, Deong, Bagroo, and Haltucker, as being the most considerable which empty themselves into the Sherbro and Shebar. The Slaves are taken in boats or canoes from the various ports where they are collected, through one branch of the Boom river, which runs through the Kittam country, to a small neck of land, from whence in half an hour's march they reach the Gallinas.

" The immense tracts of territory which these rivers, water in their course through countries the most fertile and populous, might be rendered, by the exertions of legitimate commerce, of very great value to this colony; but depressed

and degraded as the inhabitants will ever be found where slavery reigns, it is in vain to hope for any permanent good. How bitter is the reflection, that a country of such vast extent and intrinsic value, with so many thousand human beings, should be left to the ravages of the spoiler !”

“ Loss of a slave-ship.—By accounts from the Gallinas, we learn that a slave-vessel lying at Sugree was blown up about a week ago. The particulars of this accident have not yet reached us ; but we learn that John Caulker and Henry Gomez, two notorious slave-dealers, are amongst those that perished. They were on board in their vocation, and were summoned in a moment from the very scene of their iniquity, to answer to an offended God for the innumerable miseries they had, for years, inflicted on their unhappy fellow-creatures. The blood of the poor and the miserable cries not unto the Lord in vain ! ”

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*7. The following important Decision of the Court of King's Bench is taken from the Morning Chronicle of the 20th January, 1824.*

“ FORBES v. SIR A. J. COCHRANE, KNT., AND SIR GEORGE COCKBURN, KNT.—This was an action on the case for enticing certain Slaves, the property of the plaintiff, from a plantation in East Florida ; second count, for harbouring the same Slaves ; and, third, for harbouring after notice and request to deliver them up. At the trial before the Lord Chief Justice, at the London sittings, after last Trinity term, the plaintiff had a verdict for 3800*l.* subject to the opinion of this Court on the following case :—

“ The plaintiff was a British merchant in the Spanish provinces of East and West Florida, where he had carried on trade for a great many years, and was principally resident at Pensacola, in West Florida. The Floridas were part of the dominions of the King of Spain, and Spain was in amity with Great Britain. At the time of the alleged cause of action, the plaintiff was proprietor and in possession of a cotton plantation, called San Pable, lying contiguous to

the River St. John, in the province of East Florida, and of about 100 Negro Slaves, whom he had purchased, and who were employed by him upon such plantations. The river St. John is about thirty or forty miles from the confines of Georgia, one of the United States of America, and which is separated from East Florida by the river St. Mary; and Cumberland island is at the mouth of the said river, on the side next Georgia, and forms part of that State. During the late war between Great Britain and America, in the month of February, 1815, the defendant, Vice-Admiral Sir A. J. Cochrane, was Commander-in-chief of his Majesty's ships upon the North-American station: the other defendant, Rear-Admiral Cockburn, was second in command on the said station, and his flag ship was the Albion. The British forces had taken possession of Cumberland island, and at that time occupied and garrisoned the same. The Albion, Terror bomb, and other ships of war, formed a squadron under Sir G. Cockburn's immediate command, off that island, where the head-quarters of the expedition were. Sir A. Cochrane was not off Georgia during the war; and, at the time of the capture of the island, he was a considerable distance to the southward of Cumberland island; but Sir G. Cockburn was in correspondence with him while he was at the said island. In the year 1814 a proclamation had been published by Sir A. Cochrane, and Sir G. Cockburn had received a great number of copies thereof whilst the ships under his command were lying off the Chesapeake, and distributed them at the Chesapeake, and amongst the different ships; but none were distributed by the order of the defendant, Sir G. Cockburn, to the southward of the Chesapeake, the southern extremity of which is full 400 miles distant from Cumberland island. The proclamation stated, that it having been represented to the Commander-in-chief, that many persons then resident in the United States had expressed a desire to withdraw therefrom, with a view of entering into his Majesty's service, or of being received as free settlers in some of his Majesty's colonies, the Commander-in-chief therefore gave notice, that

all those who might be disposed to emigrate from the United States, would, with their families, be received on board his Majesty's ships of war, or at the military posts which might be established upon or near the coasts of the United States; when they would have their choice of entering either into his Majesty's sea or land forces, or of being sent as free settlers to the British possessions in North America or the West Indies, where they would meet with all due encouragement. One of these proclamations was seen on Amelia island, East Florida, which is less than a mile from Cumberland island, and about thirty miles from San Pablo plantation. In the night of the 23d of February, 1815, a number of the plaintiff's Slaves deserted from his plantation; and on the following day thirty-eight of them were found on board the *Terror* bomb, part of the squadron at Cumberland island, and entered on her muster-books as refugees from St. John's. It was reported, that they came from seaward: they were mixed with other refugees, and they all spoke English. On the 26th of the same month Sir G. Cockburn received from the plaintiff a memorial, stating the circumstance of the desertion of the Slaves in question, and praying that he would be pleased to order them to be forthwith delivered up to him as their lawful proprietor, together with the boat which they piratically stole from his plantation. To this memorial a written answer was sent. A correspondence also took place between the Spanish Governor of East Florida and Sir G. Cockburn, relative to the desertion of Slaves from the Spanish settlements. This correspondence was previous to the plaintiff's memorial. The plaintiff had an interview with Sir G. Cockburn, and claimed of him the Slaves in question, then on board the *Terror* bomb, as his property. Sir G. Cockburn told him he might see his Slaves, and use any arguments and persuasions he chose to induce them to return. The plaintiff accordingly endeavoured to persuade them to go back to his plantation, and no restraint was put upon them; but they refused to go. The plaintiff then urged his claim very strongly to Sir G. Cockburn, and said he must get redress if he did not succeed in prevailing upon Sir G. Cockburn to

order them back again; which the latter said he could not do, because they were free agents, and might do as they pleased, and that he could not force them back. They were victualled and subsisted with Sir G. Cockburn's knowledge whilst on board the *Terror* bomb, and on the 6th of March were removed from that ship by his orders into his ship, the *Albion*. On the 9th of March Sir A. J. Cochrane addressed a letter to Sir G. Cockburn, upon the subject of these and other Slaves which had been claimed by Spanish subjects, informing him, that, under the circumstances attending those people, he did not consider himself authorised (without reference to his Majesty's Government) to decide upon the claims set forth by the Governor and other persons in East Florida; and, as without such reference it would be impossible for him to attend to any solicitation of their being given up, he therefore requested that Sir G. Cockburn would be pleased to cause the refugees in question to be put on board one of his Majesty's ships going to Bermuda, to be reported to him (Sir A. J. Cochrane) on his arrival there; and he would take care to have them so guarded as to prevent their desertion, and to be forthcoming should it be decided that they were to be returned to East Florida. In the same month of March, Sir G. Cockburn sailed in the *Albion*, with the said Slaves on board, for Bermuda, at which time he had received intelligence of peace between this country and America; and such Slaves as belonged to American subjects, and were in possession of the defendants, were not taken away, in consequence of the wording of the treaty of peace. Bermuda is a British colony, 500 miles from East Florida, or any other land, and where slavery is acknowledged. The Slaves in question were, on the 29th of March, 1815, transferred by Sir G. Cockburn's orders from his Majesty's ship *Albion* into his Majesty's ship the *Ruby*, at Bermuda; and, after being on board that ship about twelve months, were landed in that island, and many of them employed in the King's dock-yard there. The Slaves which were taken on board the *Albion*, belonging to the plaintiff, were worth to him 3800*l*. The question for the opinion

of the Court was, Whether the plaintiff was entitled to maintain this action against both or either of the defendants; and whichever way the Court decided, either party was to be at liberty to turn the case into a special verdict.

"The argument on this important case occupied the whole day.

"Mr. Comyn argued the case for the plaintiff, and contended, that the action was maintainable against both defendants. He conceded, in the outset, that the count in the declaration, which charged the defendants with enticing away the plaintiff's Slaves, must be abandoned, there being no evidence to support that allegation; but he insisted that the other counts, for harbouring them after notice and demand, were made out, if the Court should be of opinion that the action lay. Upon the general question, whether an action could be maintained against the defendants for harbouring Slaves under the circumstances stated, he submitted, that, although the traffic in Slaves was now declared to be unlawful by various Acts of Parliament, yet that a person might still have such a property in a Slave as would give him a right of action in the courts of this country, for a loss occasioned by the acts of a wrong-doer. What was there to distinguish Slaves from other property? In the British colonies, and the colonies of other states, Slaves were the subject of transfer and sale, as other personal property; and therefore there could be no doubt that the owner would have a remedy at law for the loss of such property. The plaintiff in this case, though a British subject, must be considered as the subject of a neutral state; and as he had been deprived of the Slaves in question by the act of the defendants, he had a right to maintain this action. In the Court of Admiralty, the present Lord Stowell had laid it down, that although by the general law of this country the Slave Trade could not be tolerated, yet the courts of this country would have respect to the property in Slaves belonging to the subjects of other nations, where the traffic was not declared to be unlawful. He referred to the *Fortuna*, Dodson's Adm. Rep. 85; and the *Diana*, S. B. p. 95. Even in the common-

law courts, it had been held, that a Spanish subject could maintain an action against a subject of this country for the value of Slaves seized by force and violence in a country where the Slave Trade was recognized; *Madraza v. Willes*, 3 Barn. and Ald. 352. It could not be said that the mere act of going on board a King's ship would operate as the complete manumission of a Slave: to hold that doctrine would be to say, the moment a Slave went on board a British man of war in any of the West-India islands, that moment he became a free man, and beyond the reach of his master. This was not like the case of James Somerset, 20 Howell's St. Tr., who, having been purchased as a Slave, had been brought from Virginia to England; and having escaped from his master, was taken again, and put on board a vessel, for the purpose of being carried to Jamaica. In that case the Slave had been discharged by the King's Bench on *Habeus Corpus*, on the ground that, having been brought to this country, he became at once emancipated, and could not be again carried into slavery. Here, however, the Slaves had only been taken on board a King's ship; and it could not be said that that act was equivalent to landing them on the British shores: if it were, it would at once afford an easy remedy for the emancipation of persons in their unhappy condition. As no sound distinction could be taken between Slaves and any other description of personal property, he insisted that the defendants were liable in this action for harbouring Slaves who had deserted from a plantation in the dominions of a neutral state, and where slavery was lawful. In support of his arguments he referred to *Blake v. Lanyon*, 6 Term Rep. 221; *Smith v. Boll*, 2 Salk. 666; and 1 Lord Raym. 147.

"Mr. Jervis, for the defendants, contended, that the action was not maintainable against either. If he were disposed to discuss the case upon narrow grounds, his clients would be entitled to judgment without further argument. In the first place, the plaintiff had not alleged in his declaration, that slavery was sanctioned by the law of Spain, at the time, and in the place, whence the Slaves in question deserted. But,

independently of this objection, the facts stated in the case would afford ample grounds of defence to the action. The defendants were merely passive agents in the transaction. Their proclamation was not addressed to Slaves, but to the inhabitants of the United States—a nation then *flagrante bello* with this country; and their conduct in this respect was perfectly lawful. If the Slaves of another nation thought proper to emancipate themselves, and throw themselves under the protection of British law, were the defendants answerable for an act to which they were not privy? As to the alleged harbouring, the case upon the facts disclosed negatived the allegation; because the defendants, upon notice being given, expressed their willingness to give up the Slaves, if they were disposed to return to their former masters; and for this purpose, the plaintiff had an opportunity of using all the arguments in his power, which he did, but without effect. In this respect, therefore, the defendants were free from blame, and their conduct exempted them from liability. The Slaves having come on board could not be forcibly turned out of the vessel; nor were the defendants bound to provide means of carrying them back to the plaintiff's settlement. Had the plaintiff been desirous of reclaiming them, he had the opportunity of doing so; but it did not appear that he had come prepared with a vessel to carry them back. But on another ground the defendants were protected: they were public officers employed in the King's service, and having acted *bona fide* in the discharge of their duty, no action would lie against them. For this, the case of *Sutton v. Johnson*, in the Term Reports, was a decisive authority. Without, however, relying upon these, which were minor points, he contended broadly, that, under the circumstances of this case, the Slaves in question were completely emancipated by the act of taking refuge on board a King's ship, then off an island captured by his Majesty's forces, and that the defendants had no authority by law to compel them to return to slavery. For this purpose, the King's ship was as much the soil of England as England itself. This case, was not distinguishable, in principle, from the Negro case already



cited from the twentieth volume of the State Trials. The defendants had no other course to pursue but that which they had adopted. After the Slaves had been received on board, they could not force them to resume the chains of slavery. Had they attempted to do so, and resistance had been made, and death ensued, it would have been no murder on the part of the Slaves. After being once redeemed from the reach of their master, it would have been unlawful for the defendants to force them back to slavery. On this broad principle, he insisted that this action could not be maintained.

“ Mr. Comyn, in reply, urged his previous argument; and reminded the Court, that either party had a right to turn the case into a special verdict.

“ Mr. Justice Bayley was clearly of opinion, that the action was not maintainable. His Lordship, however, founded his judgment mainly on the principle, that the defendants having acted *bona fide* as officers in the King's service, and no *mala fides* being suggested, they were protected on the authority of *Sutton v. Johnson*.

“ Mr. Justice Holroyd was of the same opinion, for the same reason; but his Lordship also thought, the fact of these Slaves having placed themselves under the protection of the British flag, in a situation out of the search of the *lex loci* of the place whence they had escaped, their manumission was, according to the law of England, as perfect as if they had been landed on the shores of Britain, and that it would have been unlawful for the defendants to compel them by force to return to slavery.

“ Mr. Justice Best, in an eloquent and elaborate judgment, expressed his decided opinion, that this action could not be maintained under any circumstances. His Lordship, however, distinctly desired not to be understood as saying any thing which would in any degree touch upon the local rights of the inhabitants of the West-India islands to the services of their Slaves, which they had acquired or enjoyed under the enactments of the British Legislature. Those

rights ought not to be put in jeopardy, without a complete indemnity against the possible consequences resulting from the Abolition of Slavery. The crime of slavery, however, was the crime of the nation ; and every individual of the nation ought to contribute his efforts to put an end to it. In his view of the subject, it ought not to exist one moment longer than was necessary, after the Slaves were in a condition to receive complete manumission, without any regard to national convenience or gain. Slavery in this Court could not be taken notice of as a general right : it must be confined to the local limits where the right existed. Therefore, when once a Slave got beyond those limits, and placed himself under the protection of a State where slavery was unknown, he should hold that his chains were broken, and that he became as free as the air he breathed. Upon this principle he was decidedly of opinion that the moment these unhappy men placed themselves on board the King's ships, under the circumstances stated in this case, with the British flag flying over their heads, they were, to all intents and purposes, as much emancipated as if they had been landed on the shores of England. He could see no difference between an English ship and English land ; and if the defendants had attempted to force these wretched beings back to slavery, they would have been liable to an action for the infringement of those natural rights which they had thus asserted. In his judgment this case was decided by that of James Somerset, the Negro, from which it was not in principle distinguishable. On this ground he should hold the action not maintainable.—Judgment for the defendants.

“ All the judges expressed their satisfaction that the plaintiff was at liberty to turn the case into a special verdict, in order that he might take the opinion of a higher tribunal if he thought proper.”

## G.

INDICATIONS OF A DIMINUTION OF THE SLAVE  
TRADE ON CERTAIN PARTS OF THE COAST.1. *Extract of a Letter from Messrs. Gregory and  
Fitzgerald, to the Marquess of Londonderry, dated  
Sierra Leone, Sept. 20, 1822.*

"FROM the Rio Pongos our information is positive and certain. No slave ship has been in that river since the capture of the Rosalia, on the 11th of January last, by his Majesty's brig Thistle, Lieutenant Hagan. Francisco Freire, the pilot of that vessel, to whom the command of the vessel and the management of the trade devolved, on the death of the original master, is still in the river, residing at the factory of John Ormond, of Bangaven, not having yet found an opportunity to depart. If the opportunity of a slave-trading vessel should present itself, there cannot be a doubt that the Slaves retained of those collected for the Rosalia would be shipped off on board of her; for only a certain number of these Slaves (sixty), and these of inferior class, were delivered up to Lieutenant Hagan. There is as little doubt that Ormond would readily supply as many others as might be wanted to complete a cargo; for he avows his present abstinence from the trade to be the consequence merely of want of opportunity to dispose of Slaves.

"The other chief traders on the river, more particularly William Lawrence and Lightburn, are strong in professions of having altogether abandoned the trade, with a determination not to return to it under any circumstances, but to pursue the fair course of legitimate industry and commerce, as planters and general merchants. They declare further, that they find their profits in this course satisfactory and

encouraging; and they speak in high terms of the tranquillity that they enjoy in being released from apprehension of the cruizers, and in the consideration of being assured of the protection of the British arms.

“ These converts from the Slave Trade are, however, but newly entered on this virtuous course; and no secure reliance can be placed on their professions, unless they are guarded from relapse, and from the temptations of opportunity for Slave Trade, by frequent returns of British cruizers to the river.

“ William Lawrence, who resides at Dominge, at the entrance of the river, has been recently at Sierra Leone.

“ The objects of William Lawrence’s visit to Sierra Leone were to recommend himself to British protection, and to make arrangements for a regular commercial intercourse with the colony. He succeeded in both objects, which necessarily implies a full assurance of his abandonment of the Slave Trade.

“ William Lawrence left Sierra Leone to return to his residence at Dominge, towards the end of August: he carried with him a large stock of coffee plants, supplied from the chief justice’s farm, near Free Town, at the request of Mr. Macaulay. These plants were intended not for the use of Lawrence alone, but also for distribution to Lightburn and others, among whom Irving and Sterne, of the Kissing branch of the river, were particularly named.

“ We have been induced to be minute and particular in our account of the circumstances connected with the trade of the Rio Pongos, because the vicinity of that river to the colony of Sierra Leone, and the commercial intercourse already established, give fair hopes of the speedy and complete eradication of the Slave Trade from its banks.”

“ In the coast between Sierra Leone and Cape Coast Castle, much Slave-Trade has been carried on. The principal resort of these traders is the Rio Gallinas. The vessels employed in this trade have been chiefly French; but some of all the countries concerned in the trade have been occasionally seen there. We have been informed that

Krause, the master and part owner of the schooner Joseph, lately committed in the British and Spanish Court of Mixed Commission, has a factory at the Gallinas, and has been for some years a constant slave-trader there.

“According to the information which we have received at various times from individuals who had opportunity of personal observation, or of communicating with those who had such opportunities, the station of the Gallinas has scarcely at any time been free from slave-traders, and generally from three to five vessels may be found there in search of Slaves.

“In the range of coast southward from Cape Coast Castle to the Equator, a remarkable change has taken place by the transfer of the Portuguese Slave-Trade from its recent favourite haunts in the Bight of Biafra to the Bight of Benin.

“After the capture of the French and Spanish slave-ships, in the river Bonny, on the 7th of April, by the boats of his Majesty's ships Iphigenia and Myrmidon, under the command of Lieutenant Mildmay, Captain Leeke proceeded in the Myrmidon to examine the Calabar.

“The Calabar was examined on the 27th and 28th of April, by the boats of the Myrmidon and Iphigenia, under the command of Lieutenant Elliot. The Portuguese schooner Defensora da Patria, having one hundred Slaves on board, bound to Prince's island and Bahia, was taken by Lieutenant Elliot. The vessel, being found not seaworthy, was destroyed: the Slaves were brought to Sierra Leone, and emancipated by the British and Portuguese Mixed Court. A French vessel called La Tamise, of Marseilles, belonging to Rougemont and Co., was in the river at the time, and had come for a cargo of four hundred Slaves. She was boarded by Lieutenant Elliot, who ascertained these facts from her papers.

“No other slave-ships had been in the Calabar during the four months preceding. This information Lieutenant Elliot received from the masters of the English vessels trading for palm oil. A tender belonging to one of those vessels arrived from the Cameroons a short time before Lieu-

tenant Elliot visited the Calabar: the information derived from the crew of the tender was, that no slave-trading vessel had been in the Cameroons during the last five or six months. In consequence of this information, Lieutenant Elliot did not proceed to the Cameroons. That river was formerly a station of great resort for the Slave Trade.

“ Lieutenant Hagan visited the Calabar in the end of the month of June, and learned that no Slave-Trade had taken place in the interval, since the visit of the boats of the *Iphigenia* and *Myrmidon*, with the exception of a shipment of thirty Slaves, on board of a very small vessel, called the *San Jose Xalaca*.”

“ In the river Bonny no slave-trading vessel had arrived since the capture of the *Vacua* and *Icanam* by the boats of the *Iphigenia* and *Myrmidon*.”

“ Lieutenant Hagan noticed, as a happy result of the check given to the Slave Trade in the rivers Bonny, Calabar, and Cameroons, the improved state of the legitimate commerce. The *George Canning*, a ship of seven hundred tons, from Liverpool, come for palm oil, had completed her cargo in four months. While the Slave Trade was in full vigour, this would have been a business of nearly twelve months.”

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2. *Extract from the Sierra Leone Gazette, Sept. 6, 1823.*

“ *Memorandum of Vessels captured and boarded by the Boats of his Majesty's Ship 'Owen Glendower,' Commodore Sir Robert Mends, from May to August 1823.*

“ No. 1. A Spanish Schooner captured in June at Old Calabar, with 57 Slaves on board, waiting for 100 more.

“ 2. A Spanish Schooner under French colours, captured on the 3d July at New Calabar, with 190 Slaves on board.

“ 3. A French Brig boarded at Bonny, trading for ivory, but also fitted for Slaves.

“ 4. Schooner, ditto, ditto.

“ 5. A Spanish Schooner boarded off Bonny, had no Slaves on board.

" A Portuguese brig was seen at Cabenda with 200 Slaves on board, waiting for as many more ; and a Spanish schooner also with Slaves on board, escaped from the boats at Loango.

" The above memorandum of vessels captured and boarded by his Majesty's ship 'Owen Glendower,' when compared with the details which we have from time to time felt it our duty to publish, shews an evident decrease in the traffic in Slaves on that line of coast. Most happy, indeed, should we be, having devoted our columns so particularly to the abolition of the Slave Trade, and spared no exertions to obtain the most correct information on that disgraceful traffic, if, on the part of the powers whose subjects have carried it on, we could ascribe such decrease to a sense of its criminality, and the prevalence of humane and honourable principles : but truth obliges us to declare our opinion, that it is to the present political state of those nations only, that the poor African is indebted for a relaxation of the dreadful scourge which has so long oppressed him.

" In these times of intestine commotions, there is probably a disinclination on the part of the slave-traders of the Brazils to risk much; and the dismemberment of that colony from the mother country may account for the diminution of vessels under the Portuguese flag. The unjust war which France is now waging against Spain, has doubtless caused some interruption to the speculators of Nantz, Bordeaux, &c. ; but the capture of two Spanish schooners by the boats of the 'Owen Glendower,' and the escape of others, are evident proofs that the Spaniards are still engaged in it, if not so extensively,—and that the flag of France is still sullied, by being used to cover and protect the crimes of other nations.

" We some time ago received information, upon which we can rely, that two Spanish and one French vessels were at the Gallinas, completing their cargoes."

## H.

## TREATY WITH THE IMAUM OF MUSCAT.

1. *Extracts of Letters from Governor Sir R. T. Farquhar, Bart., to the Earl Bathurst, K. G.; dated Port Louis, Mauritius.*

“ October 23, 1822.

“ I HAVE the honour to inform your Lordship, that Captain Moresby, of his Majesty's ship *Menai*, arrived here on the 21st instant, bringing with him the highly gratifying intelligence of the complete success of his mission to the Imaum of Muscat, who has fully acceded to the treaty which I proposed to him for abolishing the Slave Traffic with foreign powers, in the dominions and dependencies of his power. ”

“ I deem it my duty, on this occasion, to express to your Lordship my great obligations to Captain Moresby for the prudence, intelligence, and zeal with which he has conducted a negotiation which required much address and decision to bring it to so happy a termination.”

“ Nov. 6, 1822.

“ In reference to my dispatch to your Lordship, No. 36, 23d October, 1822, in which I had the honour to state, that a treaty had been concluded between the Imaum of Muscat and this Government, for abolishing the Slave Traffic with foreign powers, in his Highness's dominions and dependencies; I beg leave to inform your Lordship, that I have lost no time in publishing this intelligence to the neighbouring governments, and to his Majesty's subjects in general in these seas; and I beg leave to transmit to your Lordship a copy of the proclamation I deemed it my duty to issue to this effect.”

“ *Enclosure.*

“ In the name of his Majesty George the Fourth, of the United Kingdom of Great Britain and Ireland, King.



—His Excellency Sir Robert Townsend Farquhar, Bart. Governor of the Island of Mauritius and Dependencies, Captain-General, Vice-Admiral, &c. &c. &c.

“Whereas, by a treaty bearing date the 10th day of Sept. 1822, made and executed by and between his Highness the Imaum of Muscat, at Muscat, of the one part, and Captain Fairfax Moresby, of his Majesty's ship *Menai*, C. B., vested for this purpose with full powers by Sir Robert Townsend Farquhar, Bart., Governor and Commander-in-chief of the island of Mauritius and dependencies, Captain-General, Vice-Admiral, &c. &c. &c., of the other part, it was agreed, among other things, that all traffic in Slaves to foreign countries, should cease and be abolished for ever from the dominions and dependencies of his said Highness.

“This is to declare, that in conformity to the said treaty, solemnly made by his said Highness, he has issued orders at Zanzibar, and throughout all the dominions and dependencies of the Imaum of Muscat, on the coasts of Arabia, Africa, &c. &c., to all his officers, to prohibit the sales of Slaves to all foreign nations; and also to seize upon any Arab vessels laden with Slaves for the purpose of sale in any foreign countries, together with their owners, captains, officers and crew, or that may be found transporting Slaves to or from Madagascar, or on the seas adjacent; and it is further declared by the said treaty, that British cruisers have authority to seize all Arab vessels that may be found laden with Slaves to the eastward of a line drawn from the Cape Delgado, passing sixty miles to the eastward of the island of Socatra, and on to Dieubead, being the western extremity of the gulf of Cambay; or that may be found carrying Slaves to or from Madagascar, or in the seas adjacent;—and further, finally, it is by the said treaty agreed, that all vessels from the ports or harbours of his Highness's dominions or dependencies shall, in future, be furnished with a certificate from the local authorities, stating the port they belong to, and the object of their voyage; and declaring that all vessels, unprovided with such certificates, shall be liable to seizure and confiscation after the 10th of January

next, in order the more effectually to extirpate the Slave Traffic, of which all persons will take due notice.

(Signed) " R. T. FARQUHAR.

" Government House, Port Louis, Mauritius,  
30th October, 1822.

" By order of his Excellency the Governor,

(Signed) " G. A. BARRY,

" Chief Secretary to Government."

" November 27, 1822.

" In conformity to the tenor of my letters, Nos. 36 and 37, I have now the honour to forward a copy of the treaty with his Highness the Imaum of Muscat, for abolishing the Slave Traffic with foreign powers, through all his Highness's dominions and dependencies."

*- Enclosure.*

" Statement of the requisitions made by Captain Moresby, of his Majesty's ship Menai, Commissioner vested with full powers by his Excellency Sir Robert Farquhar, Bart., Governor of the island of Mauritius, &c. &c. &c. to his Highness the Imaum of Muscat.

" 1. The Imaum to abolish the foreign Slave-trade for ever in his dominions.

" 2. The Imaum to order the seizure of all Arab vessels attempting the foreign Slave-traffic, and to seize and punish the captain and crew as pirates.

" Translation of the answer, in Arabic, under the hand and seal of his Highness the Imaum of Muscat, to the requisitions made by Captain Moresby, of his Majesty's ship Menai, Commissioner, &c. &c. &c.

" 1. I did write last season to all my officers, positively prohibiting the sale of Slaves to any Christian nation; and I will repeat those orders.

" 2. I will send orders to all the officers throughout my dominions, that if they find (the owners of) any Arab vessels bringing Slaves for sale in Christian countries, they must take pos-

"3. The Imaum to punish all persons serving on board ships dealing in Slaves, who do not give information to the Imaum, or his governors, that they have been slave-dealing.

"4. His Highness to appoint, at such places as his Majesty the King of Great Britain may wish, habitations for the residence of consuls, agents, or others, charged with the suppression of the Slave Trade by *English subjects*. Such consuls, agents, or others, are to receive the assistance, on application, of his Highness the Imaum or his lieutenant-governor or others, for the apprehension and detention of any English subjects who may attempt the traffic.

session of all such vessels, and inflict punishment on the commanders (owners) thereof, even though they be bound for Madagascar.

"3. I will instruct my officers, and publish generally such instructions throughout my dominions, that the crews of any vessels carrying Slaves for sale in Christian countries, be enjoined, on their return to the Arab port, to give information to the authority at such port, that he may punish the commanders; and that if they come to be detected in concealing such information, they (the crew) shall themselves suffer punishment.

"4. The authority you require, permitting the settlement of an agent on your part in Zanzibar and the neighbouring parts, for the purpose of having intelligence and watching the traffic in Slaves with Christian nations, is granted; and I now give it to Captain Moresby.

" 5. The Imaum to authorize British cruisers to seize all Arab vessels that may be found laden with Slaves, after the expiration of four months from the present date, if bound to any port out of his Highness's dominions.

" 6. The Imaum or his governors to provide all Arab vessels with passes (port clearances): any vessels found with Slaves on board, who have not such port clearances, to be seized, according to the 5th regulation, by any British cruiser that may meet them.

(Signed)

" FAIRFAX MORESBY,

" Capt. H.M.S. Menai.

" 5. The authority you have required, permitting (to you) after the expiration of four months, the seizure of all vessels laden with Slaves bound for Christian countries, is hereby granted to Captain Moresby.

" 6. I will write to my governors regarding the statement to be given in writing to all ships departing on a voyage, certifying from what port they have come, and whither they are bound; and you may seize every vessel you may fall in with beyond Madagascar, and in the sea of Mauritius, after four months from the date of the permission contained in the answer to the 5th requisition above acceded to: and you may carry in to me, for my disposal, any ship you may meet, even on this side (the Mauritius) provided she has not the written statement required from the Governor of the port whence she sailed.

(Imaum's signature)

Seal of  
the  
Imaum.

**“ Additional Requisition by  
Captain Moresby, to the  
Imaum of Muscat :**

**“ That it may be understood, in the most comprehensive manner, where Arab ships are liable to seizure by his Majesty the King of England’s cruizers, after the expiration of four months, the Imaum to authorize that the King of England’s cruizers, finding Arab ships with Slaves on board, to the eastward of a line drawn from Cape Delgado, passing sixty miles east of Socotra, on to Dieu Head, forming the western point of the gulf of Cambay (unless driven by stress of weather), shall be seized and treated by his Majesty’s cruizers in the same manner as if they were under the English flag.**

**(Signed)**

**“ FAIRFAX MORESBY,  
“ Capt. H.M.S. Menai.”**

**Reply :**

**“ I have permitted captains of ships of the government of the English state, to seize all Arab vessels laden with Slaves for the foreign market, that shall be found to the eastward of the prescribed line, after the expiration of four months from the date of the 5th requisition already agreed to ; but ships driven by stress of weather, without the said line, must suffer no molestation.”**

**(Imaum’s signature)**

<b>Seal of the Imaum.</b>
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## I.

## MADAGASCAR.

*Extract of a Letter from a Naval Officer, dated  
August 27, 1823.*

"I HAVE recently been to Madagascar, and had several interviews with King Radama, and I am satisfied that Slaves are not exported from such part of the island as is under his controul. The bay of Angoutsi (where Dodero is said to have got his last cargo) is a district whose chief does not acknowledge Radama's sovereignty; but as the King has marched an army to the north to bring into subjection all the tribes in that quarter, it may be expected that by the end of the year his authority will be established there, and no further export of Slaves take place. The north-west provinces of Madagascar, inhabited by the Boyne Sacalacees, will then be the only portion of this island open to the slave-dealer, and these we may expect Radama will shortly subdue."

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## K.

*1. Extract of a Letter from a Naval Officer, dated  
Port Louis, 21st June, 1823.*

"SINCE my arrival in this port, several vessels have come from the Seychelles Islands, bringing Blacks, to the number of 154 of both sexes. In every instance these Slaves have been examined at the Custom-house; and the individuals have, with the exception of two, been found to answer to the Registry list. The number of Blacks thus brought into this

island, and the advertisements which appear in the Gazette, of 'Slaves from Seychelles' to be sold, had led me to suspect that the transfer of Slaves from the dependencies of the Mauritius to the island itself, legalized by Act of Parliament, was made the cover for a systematic Slave-traffic; and that the Slaves they transferred were either new Blacks imported into the Seychelles, or old Slaves whose places were supplied by new importations. The certificates of original registry, which, with the other documents required by law, accompanied the Slaves, offered at first view a refutation of my suspicions; but an inquiry into the mode of registering the Slaves has satisfied me that the existing system, as founded upon the Act of Parliament, is totally inadequate to the prevention of the fraudulent introduction of a new Black to correspond with a register previously made, this last being commonly the register of a fictitious person. That the Slave proprietors here have, in many instances, made these fictitious returns is, I believe, capable of proof; and that two individuals who never possessed a Slave did each make a return of one hundred Slaves, is a fact publicly talked of. My suspicions have, however, received confirmation by evidence as conclusive as the nature of the case seems to admit; and I shall state to you the facts upon which I found my conviction that an indirect importation of Slaves is effected into Mauritius by a direct importation of Blacks into its dependencies; which Blacks would appear to be brought from the northern peninsula of Madagascar (a tract of country altogether independent of King Radama), and probably also from the Mascareignes.

By the Custom-house books it appears, that 396 Slaves were transferred from Seychelles to Mauritius between January 1822 and January 1823, and 177 Slaves between January and June 1823; and that twenty only have been returned to Seychelles in the whole period.—2d. The exports of cotton (the staple commodity) from the Seychelles, between the 1st of January and the 1st of July, 1822, were 1000 bales; the whole export of the year being 689 bales. The exports between the 1st of January and the 10th of June,

1823, are 422 bales: it would hence appear, that the export of cotton is increased this half year by one-third. This cotton is the produce of slave cultivators. If, then, in 1822 each proprietor at Seychelles had as many Slaves as he could maintain with profit (and I apprehend that no one would keep more), and if his trade has since increased, it is not likely that he would decrease the number of his labourers. But the Seychelles have exported this half year 167 Slaves (the difference between 177 admitted and 10 returned); hence I infer, that an equal number at least had been previously imported. The number introduced may perhaps appear disproportioned to the supply which might be considered necessary to keep up the requisite number of Slave cultivators in Mauritius; but it must be borne in mind that this importation has taken place at a period during which the commerce of this island has suffered great reverses, when sugar has fallen from 7 to 4 dollars the hundred weight, between the 1st of January 1822 and June 1823, and when it might be presumed that these circumstances would render additional labourers unnecessary, or necessary only to a small amount.

“ To corroborate the inference deduced from this reasoning, a report has been received by the Governor from the agent at the Seychelles, that the schooner *Le Composant*, commanded by a man named Doderò (an English subject, but an Italian by birth), had effected the landing of fifty-seven Blacks on the island of Mahé in January last; but that he had not been able to seize any of them.

“ I have information that the same Doderò carried 150 Blacks to the Seychelles above a year ago, and that he procured them at Bombetoc. The Blacks before-mentioned he appears to have procured at the Bay of Angoutsì, when he carried on his traffic under the French flag; but a vessel belonging to this island having gone into the bay, Doderò shewed to her the English ensign.

“ The capture, by Captain Moresby, in 1821, of *Le Succès* and *L'Industrie*, and the destruction of *Le Courcur*, which vessels were engaged in bringing Slaves to the Mauritius,



appears to have shewn the slave-dealers that too much risk attended the direct importation to this island, particularly as the price of Slaves fell with the fall in the price of produce; and there is no known instance of any attempt to land Blacks since that period. Captain Moresby, in a letter to me of the 24th of April, asserts the 'total abandonment of the Slave Trade to this island.' I feel satisfied, however, that the direct importation of Blacks into the Seychelles, and their transfer hither with the requisite documents, has been the mode by which the slave population of the Mauritius has been kept up to the number required; an addition necessarily small during this period, from the circumstances before stated, but which is likely to increase in consequence of the rising price of the exportable produce of the island. Every feeling, whether dictated by religion or humanity, coincides with the duty required of us, to use every exertion to annihilate the Slave Trade; and we should neither do justice to those feelings nor obey our orders if we refrained from reporting the state in which we believe this trade to be in these seas. The Seychelles and Amirauté islands, into both which groups I believe the Slaves to be brought, are comprised within a space occupying 5 degrees of latitude and 5 degrees of longitude, the centre of which is north by west about 900 miles from Mauritius, and north-east by north about 500 from the north end of Madagascar. Slave vessels from the west side of Madagascar (Bombetoc), or from Mosambique, would go along the African coast till they could fetch Seychelles on the larboard tack, or they could beat up on the parallel of 5 degrees south latitude. A cruiser should therefore be stationed on this line; that is, north-west of Seychelles. The slave vessels from the north and north-east coast of Madagascar would stretch away on the starboard tack, and would fetch (less or more to windward) the Amirautés, or the Southern Seychelles. Another cruiser should therefore be stationed on this line, or south-west of the Seychelles."

2. *Extract of a Letter from the same Officer, dated August 27, 1823.*

“ In addressing you on the subject of the Slave Trade, still carried on in these seas, I am urged by the hope that the present system for the registration of Slaves, which affords such facilities to the continuance of this traffic, may be altered, and a better system, with a more rigid execution of it, introduced.

“ The system for the registering of the Slaves in this island and dependencies is laid down in the Order of Council of the 24th of September 1814; and it is certain that the regulations therein have never produced the correct registration of the actual slave-population of this one island. From the best information I can obtain, I am led to believe the number of Slaves in Mauritius in the year 1815 (the first year of registry) to have been about 60,000; and that at present the number is about 80,000. I do not know the numbers registered in the several periods of 1815, 1818, 1821; but having asked for the returns of Slaves registered in the latter year, I was told that these returns gave only about 36,000 Slaves, and that they had been sent back to the office to be completed. It is generally believed, that the number of Slaves registered in the first year much exceeded the actual number in the island, and that Blacks have been subsequently procured to answer to the names and descriptions given in.

“ I inclose a copy of a letter written on the 21st of June last, stating my belief of the systematic introduction of Slaves into this island, by the direct importation of Blacks into its dependencies; and since that was written I have seen official reports from the agent and sub-agent at the Seychelles, in which they distinctly avow their belief that Blacks are landed on those islands, which they profess themselves utterly unable to prevent. I have now with me a Malgache boy, picked up at Seychelles, and sent hither by the sub-agent, who states that he was carried off from Madagascar by Capt. Dodero, whose slave-dealings are noticed in my former letter.

" Since that letter was written, sixty-five Slaves have arrived here from Seychelles in different vessels; of whom nine have been refused entry by the acting collector of customs, as not answering to their descriptions in the registry extracts. The whole number of Slaves received into Port Louis since the 1st of January is 233.

" Though I have pointed out the necessity of a greater number of cruisers, to obstruct the direct importation of Blacks into these islands, I do not suppose that any number of vessels could effectually stop it as long as great profits can be made by the trade, which will be so long as such Blacks can be transferred to Mauritius; the admission by the Custom-house being a security for the property, which enhances the value. The impunity with which smuggling is carried on upon our own coast sufficiently evinces how inadequate ships are to prevent such transactions.

" The whole of the Portuguese possessions, from Cape Delgado, in 10 deg. 15 min. south latitude, to Delagoa Bay, in 26 deg. 30 min. south, are open to the Slave Traffic. If France and Portugal go to war, I expect the former will take possession of this coast; and in that case the Slave Trade may probably increase. At present, Slaves bear a higher price at Bourbon than at Mauritius, and I have information of three vessels employed in carrying Slaves to the former.

" Whatever increases the demand for the sugar of the Mauritius will increase its production, which will require an increase of the Slave population: the consequent increase of the price of Slaves will again tempt adventurers to hazard the direct importation of Blacks; and I am told that subscriptions are even now opened for this purpose, upon this principle alone, namely, the tendency to increase slavery. I hope the lessening of the duty upon the sugar will be opposed, unless, at the same time, the duty upon the sugar raised by free labourers be also removed.

" I look to a fair competition between slave-labour and free-labour as the most effectual means of gradually accomplishing emancipation."

It is much to be regretted that the very measure which this gallant officer deprecates, of lowering the duties on the sugar of the Mauritius, while the sugars of India are not relieved, has been recently proposed to be carried into effect. It would appear as if the favour of Parliament was to be extended in all cases to the labour of Slaves, in preference to that of freemen.

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## L.

### REGULATIONS FOR THE PREVENTION OF THE SLAVE TRADE AT SINGAPORE.

“ THERE being reason to apprehend that, notwithstanding the solemn prohibitions of the Legislature, individuals have been imported into Singapore since the establishment of the British authority, either as Slaves or under the denomination of Slave-debtors, in both cases bought and sold for a price ; and it being desirable that all persons resorting to or residing under the protection of the British flag should be aware of the prohibition and penalties attending such illegal transactions, in order that the humane and just objects of the British Government may not be lost sight of or frustrated, either from ignorance or design, the following Regulations, which are to have the effect of law, are this day passed and published for general information and guidance.

#### “ SLAVES.

“ 1st. The Act of Parliament prohibiting the Slave Trade from being carried on with any British colony or settlement, or by any British subject, having been passed previously to the establishment of the British settlement of Singapore, the provisions of the said Act are considered to be in force in this settlement, and to apply to all persons who may have obtained a *fixed residence* at Singapore since the establishment of the British Government.

“ 2d. As the condition of slavery, under any denomination whatever, cannot be recognized within the jurisdiction of the British authority, all persons who may have been so imported, transferred, or sold as Slaves, or Slave-debtors, since the 26th day of February 1819, are entitled to claim their freedom, on application to the Magistrates, as hereafter provided; and it is hereby declared, that no individual can hereafter be imported for sale, transferred, or sold as a Slave or Slave-debtor, or having his or her *fixed residence* under the protection of the British authorities at Singapore, can hereafter be considered or treated as a Slave under any denomination, condition, colour, or pretence whatever.

“ 3d. Hereafter, a continued residence of twelve months at Singapore shall be considered to constitute a *fixed residence*, and to entitle the party to all the benefits of the British administration.

“ 4th. In order to prevent inconvenience or misunderstanding in the emancipation of those who may have been imported and sold as Slaves or Slave-debtors anterior to this date, and at the same time to shew every reasonable indulgence to those who may have acted in ignorance of the prohibitory law, the Magistrates are required to make inquiry into and record the particular circumstances attending the case of each individual who may apply for his or her emancipation, and in the event of the parties being of tender age and unable to conduct or maintain themselves, the Magistrates are empowered to bind them as apprentices to respectable and responsible persons, giving a preference to their present masters, if unobjectionable in this respect, for a period not exceeding three years, or until they shall attain the age of thirteen years. In the event of the parties being adults, the magistrates shall further be empowered to require them to render their personal services for the benefit of those who may have a just claim to the same for a period in no case exceeding three years, should the parties freely consent thereto; which servitude shall be considered as a complete acquittal for the expense of their passage hither, which is the only legal demand that can be admitted, and which shall

be in full of all demands on their persons whatever; but in both cases the parties are to be *forthwith* declared free, subject only to the condition of personal servitude on contract as free persons for a limited period as aforesaid.

“ 5th. There having been few or no Slaves at Singapore at the period of its occupation by the British authorities, and their Highnesses the Sultan and Toommongong having evinced their desire to aid the benevolent objects of the British Government, these Regulations are considered to apply and to have effect upon all persons who are now or may hereafter have their *fixed residence* at Singapore, save and except the personal establishments of their Highnesses, who, though not being in a condition to be bought and sold, are nevertheless registered, out of deference to their authority, as not coming under the operation of the Slave Laws.

“ 6th. In order to prevent annoyance or obstruction to the trade of the port, it is to be clearly understood, that the present Regulations are not intended to apply to the domestic establishments of native chiefs, or traders who may occasionally resort to this port and not fix their residence under the protection of the British flag; nor to the crews of vessels coming from foreign ports, further than to prohibit them from transferring or selling persons as Slaves or Slave-debtors in this settlement, and provided the parties, if Slaves, may not obtain a fixed residence by residing in the settlement for upwards of twelve months. In this latter case, the Slaves, though not transferred, will have a right, under Article 2d, to claim their freedom; and the Magistrates are required to grant the same, on such conditions as may be mutually convenient and fair between the parties.

“ 7th. As the practice of purchasing Slaves from boats as Slave-debtors, under the Mengheering system, and paying a price for them as such, rendering the party a debtor for the amount, can only be considered as an evasion of the law, and equally calculated with the purchase of Slaves to encourage the traffic in human beings, such transactions are declared to be illegal; and the utmost price which the Noquedah of a vessel is entitled to demand on the landing of any such per-

son shall in no case exceed the sum of twenty dollars, which may be considered as an equivalent for the passage money of the party, and who may be bound to repay the same by his services under the rules now passed for bond debtors.

“ **BOND DEBTORS.**

“ 8th. Experience having proved that the system of Slave-debtors, as practised in the Malay States, is inconsistent with that freedom of the subject which it is the desire of the British Government to introduce; the same will not be recognised after this date in any case in which both parties may not be Malays, or native inhabitants of the Malay Archipelago: but with the view of providing for such cases as may occur, in which it may be lawful to give the creditor a right to the services of his debtor, the following rules are passed to have effect from this date.

“ 9th. As it frequently happens that free labourers and others are brought from China and elsewhere as passengers, who have not the means of paying for their passage, and under the expectation that individuals resident in Singapore will advance the amount of it, on condition of receiving the services of the parties for a limited period in compensation thereof; such arrangements are not deemed objectionable provided the parties are landed as free persons: but in all such cases, the amount to be paid on account of passage money, or otherwise, is limited to twenty dollars; and the period of service, by an adult, in compensation thereof, shall in no case exceed two years, and every such engagement shall be entered into with the free consent of the parties, in presence of a Magistrate, and duly registered. In cases where the parties may be of tender age, the Magistrates may apprentice them until they attain the age of puberty; but in no cases are the parties to be burthened with a debt exceeding twenty dollars, for which amount their services during the period above stated shall be considered as a full and ample compensation.

“ 10th. In all cases of Mengheering, or Slave-debtors, which may come before the British Courts, the claim of the creditor is in no case to be considered to exceed the services

of the debtor for a period of five years, the debt being considered as worked out at the rate of twenty per cent., or not less than ten dollars per annum.

" 11th. Hereafter, all agreements for personal services beyond twelve months are required to be entered into under a bond to be registered at the Magistrates' office; the bond or contract specifying the services to be rendered, the consideration paid for the same, and the penalty in case of failure.

" 12th. Hereafter, no contract shall be legal which stipulates for a longer period of service than five years, under any circumstances, or for any consideration whatever.

" 13th. The parties in all cases who may so contract to render their services for a valuable consideration shall lose no natural rights to which they may be entitled as subjects during such servitude, except the value of their services, for which it will be the duty of the Magistrates to see that they receive a due remuneration; all persons, whatever may be their condition, being equal in the eye of the law.

" 14th. In all cases wherein the Magistrates may think proper, on account of the tender age of parties, to bind them apprentices for a certain period, such period shall in no case exceed five years; and it must be an invariable condition in the indenture, that the parties shall receive a moral education, and be sent to the public school, under a pecuniary penalty in case of failure by the master.

" 15th. No creditor possessing a right to the services of any individual shall be at liberty to transfer the services of the party to another, except with the consent of the debtor; nor can the debtor change his master at pleasure, without proof of ill usage, to be given before the Magistrates; and in case of the death or bankruptcy of the creditor, it shall remain with the Magistrates to decide in how far the further services of the debtor can be claimed. If the creditor dies solvent, the debtor is to be relieved from further servitude; but if he dies insolvent, or becomes bankrupt, the debtor shall continue to render his services till the end of the contract for the benefit of the creditors, he in this case having the liberty of choosing his master.



"The Magistrates are required to cause this Regulation to be duly explained in the native languages, and published by beat of gong throughout the settlement; and the Master Attendant will cause the same to be duly made known to the Noqedabs of all native vessels resorting to the port.

"This Regulation to be in force and have effect from and after this date, and to be considered as provisional until confirmed by the Governor-General in Council.

"Registered, (Signed) "J. S. RAFFLES.

(Signed) "J. G. BENHAM, Registrar.

"Singapore, May 1, 1823."

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## M.

### CAPE OF GOOD HOPE.

*A Proclamation issued by Lord Charles Henry Somerset, for Religious Instruction and Treatment of Slaves.*

"WHEREAS I having taken into consideration the happy increase of the means of religious instruction, and the opportunities for religious worship which have been established in this settlement, and the benefit which is resulting therefrom to the community at large; and being confident that there exists but one feeling in the breasts of the inhabitants, that it is the bounden duty of every true Christian to civilize the lower classes, and to ameliorate their condition as far as may be consistent with the security of the state, and with a due consideration to the rights and privileges of all; and whereas it must be evident to every well-disposed and religious person, that the propagation of Christianity among Slaves will tend, beyond any other measure, to promote morality amongst

them, and to improve their condition and conduct,—do (under a sanguine hope that the following regulations may conduce to those desirable objects, and to the removing of any existing evils,) hereby proclaim and order, that,

“ 1st. Sunday being commanded in all Christian states to be a day of rest, it is hereby forbidden and declared illegal to compel a Slave to perform field labour on the Sabbath-day, or any other work, but such as is ordinarily considered work of necessity ; complaint in such case to be made to the local authority, who is hereby empowered to exact a penalty for every such offence, if proved, not exceeding 50 rds., nor less than 10 rds.

“ 2d. Slave proprietors who have caused their Slave children to be baptized in the Christian religion, shall, as far as relates to such Slaves, be exempt from any tax which has been imposed on Slaves in this colony.

“ 3d. The manumission of a Slave who has embraced the Christian religion shall not be subject to the customary payment of 50 rds. to the Reformed Church \* ; but such Slave shall, nevertheless, be entitled (the same as other members of the church) to support from the vestry, under the usual regulations and conditions.

“ 4th. Christian Slave-proprietors residing in Cape Town, and other towns and villages, and their immediate vicinity, where free schools are or may be established, are, after the 1st day of June next, to send their Slave children, above three years and under ten years of age, at least three days in each week to the established free school nearest to their dwelling ; and those whose residence will not permit them to afford this consoling advantage to their Slave children, are anxiously invited to avail themselves of any means which may offer for giving them instruction.

“ 5th. Slaves who have been baptized, and who are not within the prohibited degrees of consanguinity, may inter-

\* Why should a tax continue to be imposed on the manumission of any Slaves, whether Christian or not? Such a tax is altogether inconsistent with the declared policy of the Parliament and Government of Great Britain.

marry \*, with their proprietors' (or respective proprietors') consent had in writing, and delivered to the local authority; and the children of such marriages shall be the property of the proprietor of the mother. The same shall hold good with regard to Slaves, of either sex, intermarrying with free persons; in which case also, when the wife is a Slave, the children of such marriage belong to her proprietor.

" 6th. The consent, in writing, of the proprietor or respective proprietors (as the case may be), transmitted to the clergyman through the local authority, shall supersede the necessity of being asked in the church, or of appearing before the matrimonial court, to legalize the marriages of Slaves; and the respective local authorities shall be responsible that all marriages between Slaves are, without delay, enregistered as all other marriages are, and that a notification of the marriage be made to the general or district office (as the case may be) established for the enregisterment of Slaves.

" Slave marriages shall be celebrated in the church on Sundays, where the locality will permit; and in other cases, the clergyman will, once in twelve months, appoint the most convenient places in their respective districts for the purpose of marrying Slaves and baptizing children, so as to remove the inconvenience arising from remote habitations; which marriages it shall be lawful for the clergyman to perform, upon receiving the written consent of the proprietors, through the local authority, as above directed. The marriages of Slaves, and the baptism of their children, shall be performed without fee or reward.

" 7th. After the celebration of marriages, it is forbidden for the parties to be sold separately, or the children of such

\* Why should intermarriages be prohibited between Slaves who are not Christians? Can it be right to refuse to legalise the marriages of Mohammedans, and even of Pagans? Are they to be forced to live in a state of lawless concubinage? Ought they not rather to be induced, and even obliged, to enter into binding contracts of marriage? Does marriage exist only among Christians? The restriction appears to be both unnecessary and impolitic. Marriage is a civil, and not necessarily a religious, ceremony.

marriages without the parents, (or the survivor of them,) until such children shall have attained the age of ten years, except under a decree of the court of justice \*.

" 8th. Children not born in wedlock of a Slave woman, who has embraced the Christian religion, and has been baptized, shall not be sold from their mother, unless they shall have fully attained their ninth year; neither shall such Christian female Slaves, so baptised, be sold, without selling to the same person any child she may have under the age of nine years, except under a decree of the court of justice †.

" 9th. The regulations prescribed in the preceding clause, respecting children born of mothers who have embraced the Christian religion, and have been baptised, shall also be observed with regard to children born of Slaves not of the Christian religion, and not having attained their eighth year, to whom the special care and attention of the mother must be considered indispensable; and all sales, not in conformity to the restrictions comprehended in this and the foregoing clauses, are hereby declared null and void.

" 10th. In order further to insure the observance of the preceding clauses, separate books shall be kept in the respective offices for the enregisterment of Slaves, of all slave-marriages, and of all Slave children born in lawful wedlock, for which purpose owners shall report to that office, in their respective districts, the date and proof of baptism. Those who neglect causing the children of their Christian Slaves, born in wedlock, to be baptised within twelve months after the birth of such children, shall incur a penalty of not less

\* And why under the decree of a court of justice? The Order in Council for Trinidad prescribes that husband and wife shall not be separated by a judicial process. Here they are to be separated only by a judicial process. It is a most uncalled for exception. Ten years is clearly too early an age to admit of separation by sale from parents.

† In this case, as in that of Trinidad, repnted marriages, as far as respects the past, should stand on the same footing as marriages which henceforward may be regularly solemnised, and should confer the same rights and privileges. They ought all to be legalized and made binding.

than 25 rds. and not exceeding 100 rds. for each offence, and shall be compelled to have such child or children baptised at their own expense.

“ 11th. Slaves who have embraced the Christian religion, and have been incorporated in the church by baptism (although transferred or become the property of heathens \*) are not to be deprived of the right of attending at church, or place of Christian worship on Sundays, under a penalty of 10 rds. to be paid by the proprietor, unless justifiable cause can be shewn for such prevention.

“ 12th. The evidence of a Slave upon oath, after baptism, may be received by the constituted authorities or competent courts, the same as that of any other Christian †.

“ 13th. The property possessed by a Slave, whether acquired by work in extra hours (with the permission of the proprietor), by donation, legacy, inheritance, or by any other honest means, is inherent in the Slave, and in no event belongs to the proprietor, except in cases of suicide ‡. In cases where differences may arise with respect to the property of a Slave, or the means by which such property has been acquired, either party may bring the case under the cognizance of the local competent court. Every Slave is entitled to dispose of his or her property, or other rights legally acquired, as well during life as by will at his or her demise, according to the laws of the colony; but in consideration of the peculiar circumstances which attach to this class of the community, it is here enacted, that if a Slave die intestate, having no husband, wife, or child (as the case may be), the last declaration of the party, relative to the disposal

\* Christian Slaves, in a Christian colony, allowed to become the property of heathens! Is this possible?

† This is an important regulation as far as it goes; but it seems only just that all Slaves should be admitted to give testimony *quantum valeat*.

‡ The proprietor seems the last person who should be allowed to inherit the property of a Slave who commits an act of suicide. It ought clearly to go to the Orphan Chamber. Acts of suicide among Slaves generally proceed from harsh usage.

of his or her property, if made before two credible witnesses of the age of twenty-five years or upwards, assembled for the purpose, who shall depose on oath to the truth of their statement, shall be considered valid and effectual for the disposal of his or her property, under the direction of the Orphan Chamber, provided such disposal be not in favour of either of the said two witnesses; and the Orphan Chamber shall make the disposal accordingly. In cases where intestate Slaves have no relations, and make no declaration, or last will and testament, such as above described, as to the disposal of their property, the property shall be paid by the Orphan Chamber into a fund formed for the purchase of such female Slave-children, as shall have been at one of the established schools during a period of four years, and who shall be particularly recommended by the committee for their moral and exemplary conduct during that period.

“ The value of the female Slaves, whose freedom is thus purchased, shall be fixed according to their actual value at that period by a commission of the court of justice; and such purchases shall be exempt from all taxes and charges ordinarily imposed upon the manumission of Slaves.

“ This fund shall be placed under the direction of a board, consisting of his Excellency the Governor for the time being, the Colonial Secretary, the Chief Justice, the President of the Orphan Chamber, the Colonial Chaplain, and the senior Ministers of the Reformed and Lutheran Churches, and such other person or persons as the Governor for the time being shall be pleased to appoint, who are also empowered to receive all donations and legacies which may be made in aid of the objects of this fund. In the disposal of property left by Slaves, the fees to which the Orphan Chamber shall be entitled, shall be on a scale of one-half only of the established fees of that institution.

“ 14th. Every Slave is to be daily supplied with sufficient and wholesome food; and in cases of dissatisfaction relating thereto, appeal may be made by either party to the local authority; and, if deficiency or bad quality be proved, the proprietor, or employer for the time being, shall incur a pe-

nalty of 25 rds., and, for a second offence, a penalty of 50 rds., to be disposed of as hereinafter directed in clause 23.

" If, on the contrary, the complaint be proved to be unfounded or frivolous, the complainant may be proceeded against as hereinafter directed.

" 15th. Every Slave is to be kept provided with good and sufficient clothing by the proprietor for the time being; and in case of dissatisfaction, appeal may be made, under the same provisions and penalties, on either side, as stated in clause 14.

" 16th. Slaves employed in garden or field labour are not to be compelled to work more than ten hours in each twenty-four hours, from the 1st April to the 30th September; nor more than twelve hours in twenty-four hours, from the 1st October to the 31st March inclusive; except during the ploughing or harvest seasons, or on extraordinary occasions, when a remuneration shall be made to them in money, or by an additional proportion of food, according to the discretion of the local magistrates (if appealed to), under a penalty not exceeding 50 rds., nor less than 10 rds \*.

" 17th. Proprietors or persons employed by them are not at liberty to inflict any punishment on a Slave, beyond what may be considered a mild domestic correction: this correction is only to be given with rods, or other implements of domestic punishment †: it is not to exceed 25 stripes, and is in no case to be repeated within twenty-four hours, nor

\* This regulation is far too vague: the rate of remuneration should be fixed in *money*. The previous regulation supposes that a sufficiency of food is already provided for the Slaves.

† This is also very vague. The instrument should be specified, as well as the number of lashes. A certain time should also be made to intervene between the crime and the punishment, which ought also to be inflicted in the presence of a competent witness; and a record of it (to be transmitted to the Governor), ought to be signed by the witness, as well as by the person ordering the infliction. This is according to the Order in Council for Trinidad. But why should not the law go farther, and refer the infliction of corporal punishment, not to the discretion of individuals, but to the magistrate?

until the delinquent shall have recovered from the effects of any former correction, under a penalty, in breach of any of the provisions of this clause, not exceeding 100 rds., nor less than 50 rds. for each offence.

“ 18th. Should it be necessary for the security or safety of a family or individual to put a Slave in irons, the same shall be reported within twenty-four hours to the local authority, under a penalty of 50 rds., stating the cause and circumstances under which such measure could be justified.

“ 19th. Maltreatment of a Slave by the proprietor, not attended with death, may be punished by fine, imprisonment, banishment, or other sentence of the law, according to the nature of the case, and the degree of cruelty exercised ; and the Slave may be publicly sold for the account of the proprietor, but under special condition of never again coming into his power, or into that of his parents, children, brothers, or sisters\* ; but when the maltreatment of a Slave has been attended with death, it must be recollected, that the court, in giving judgment, will be guided by the law applicable to homicide.

“ 20th. Maltreatment of a Slave by the overseer or representative of the proprietor, or other individual, shall be punished as if the same had been inflicted on a free person placed under the superintendence or direction of such overseer, or other representative of the proprietor. Domestic punishment is forbidden to be inflicted on a Slave by any other hand than that of the proprietor, employer, or overseer (not being a Slave), except in cases where the proprietors or employers, having no free person in their employ, are females, or infirm, or suffering under disease, or are upwards of sixty years of age, under a penalty of 100 rds. nor less than 50 rds. to be paid for each offence by the person who has caused such illegal punishment to be inflicted.

“ 21st. On the complaint of a Slave to the local magis-

\* It seems an unjustifiable degree of consideration for the criminal proprietor, that the Slave whom he has maltreated should be sold for his benefit. The Slave should be made free.



trate against the proprietor, or other individual, the magistrate shall take charge of the complaining Slave, and inquire into the case forthwith; in order, should the complaint be well founded, to proceed against the person complained of in such manner as the law directs; but should the complaint prove groundless, the Slave shall be condemned to such legal punishment as the nature of the case may require \*.

" 22d. The corpse of a Slave shall not be interred, without permission being first obtained from the fiscal, landdrost, or field cornet, under whose immediate jurisdiction the employer for the time being, resides, under a penalty of 50 rds.

" 23d. All penalties incurred under the provisions of any of the clauses in this proclamation shall be disposed of as follows: one-third to the informer, and two-thirds to the fund specified in clause 13, for purchasing the freedom of female slave-children of the free schools.

" 24th. It is clearly to be understood, that none of the provisions contained in the foregoing clauses do, or will affect, in any degree, the property of the proprietors in their Slaves, or their just claims to their services.

" And that no person may plead ignorance hereof, this shall be published and affixed in the usual manner.

" God save the King !

" Given under my hand and seal, at the Cape of Good Hope, this 18th day of March 1823.

(Signed) " C. H. SOMERSET.

" By command of his Excellency the Governor.

(Signed) " C. BIRD, Secretary."

\* This is a most objectionable enactment, and must tend to discourage complaints. Why should restraints be placed on the right of complaining? Is failure of proof to be thus made a ground of punishment? This is repugnant to all our ideas of justice, and is contrary also to every analogy derived from British jurisprudence, unless malice or perjury can be proved against the complainant.

## N.

INTELLIGENCE RESPECTING SIERRA LEONE AND  
ITS DEPENDENCIES.

*Extracted from the Sierra Leone Gazettes.*

“ February 1, 1823.

“ WE have heard with much pleasure, that the road lately noticed as in progress from Regent to the sea-side was opened yesterday; on which occasion the Rev. W. B. Johnson, accompanied by several gentlemen, proceeded to the post formed for the purpose of supplying the villages in the mountains with fish. The road is cut through a most fertile part of the country, and is capable of being rendered one of the best in the colony: at present, it is rather rugged in some parts; but, as the material for improvement is at hand, we have no doubt that it will soon be put in the state we desire. The distance from Regent is supposed to be at least five miles, which the gentlemen accomplished on horseback in less than an hour and a half. The soil approaching to the sea is of the very best kind, and calculated to produce every article of tropical produce; and as the descent from Regent is gradual, and fish found in great abundance, we hope that a village established here under the controul of Mr. Johnson, will answer all the purposes for which this undertaking was commenced. The utmost credit is certainly due to the Reverend gentleman who has completed this work in so short a time; and we trust his example will be as speedily followed by the superintendants of York and Kent, in order that we may not be disappointed in our expectations of being enabled to visit the latter village on horseback before the termination of the dry-season.

“ The bridge lately commenced on the road between Kissey and Wellington, and noticed in a former Number, is also open;

and great progress made in the building of the one near the Krootown, on the road to the signal hill. These being completed, we hope the architects will turn their attention to the forming bridges over White Man's Bay and the brook near the turning to King Tom's Point;—this is only required to render the road to the Signal Hill one of the most attractive about the colony, which is thus gradually improving to perfection in the comfort of good roads and safe bridges."

"We understand that Tickla Moodu, of Mabelly, has arrived in the colony, with several Foulah and Sangara men who have come down by the new road opened from Mabelly to Timbo through the Limba country. Captain Laing, from the information he had obtained, was particularly anxious that this road should be opened, as it is the most direct way from the colony to Timbo, and avoids all contact with the territories of Amurah or Alli Karlie; the violence and animosity of the first, and the extortions of the latter, having rendered, for the present, all the trouble and expense incurred in opening the Port Logo road useless.

"Tickla Moodu and Fasuba, the chiefs of Mabelly, appear peaceable, intelligent men, fully sensible of the advantages to be derived from a road to the interior passing through their territory; and King Cobola, their chief, being satisfied of the same, has given all the assistance he could to aid them. One of the greatest advantages of this road, and one which promises fair for its becoming daily more frequented, is that King Cobola's authority extends from the water-side to the Foulah country, and travellers will therefore be secure from all the extortions and vexatious annoyances they suffered from the petty chiefs in the Port Logo and other paths. What is the most convincing proof of the earnestness of these men in opening the path, and of their sense of its importance to themselves, is, that it has been done at their own instance, and without asking or receiving a single bar as a present, or by way of assistance from the government of the colony."

"February 10, 1823."

"This colony has at present the advantage of a number of European residents far beyond what it has had at any former time. Most of the mercantile gentlemen who visited England at the commencement of the rains of 1822, are returned; and many new settlers are come out, either prepared to fix themselves permanently, or to make trial of the suitableness of the place to their particular objects. The number of trading vessels collected in the harbour of Freetown is unusually great; and the masters of them are, in general, men of respectability, of character and conduct on a level with the first of their class. The civil service of the colony has been strengthened by the arrival of some additional officers; and the military department has received a valuable accession, in the arrival of Lieutenant-colonel Sutherland, with several other officers of the 2d West-India Regiment. The whole of his Majesty's ships stationed on the coast for the suppression of illegal Slave-trade, are moreover now assembled here, awaiting the arrival of Commodore Sir Robert Mends, who has for some time been daily expected from Europe in the Owen Glendower. The Church Missionary Society, to whose zealous and liberal care, as well as to the services of those employed in the colony under its superintendence, Africa is already so much indebted, has this season sent missionaries and teachers adequate to an entire new establishment, if a new one were wanted; but happily, the health and efficiency of those already occupied in similar pious and beneficent labours, give to this welcome reinforcement the more acceptable character of companions and assistants in that honourable course.

"From this summary it may be collected, that the society of the colony, at the same time that it has been greatly extended in its numbers, has received a corresponding improvement in its composition by the variety and the quality of the increase.

"But the most gratifying improvement consists in the

increased number of European ladies ; Lieutenant-colonel Sutherland, and most of the other gentlemen who have the advantage of being married, having brought their ladies with them. It may consequently be hoped, that our social circles will in future be graced and enlivened with a due proportion of female company ; for it is but justice to the gallantry of the hospitable entertainers of prior time, to suppose that the ladies were not included in the invitations, merely to avoid the more painful impression of the general want which would have been made by the presence of the two or three who, at the utmost, could have been mustered. Now that it has been seen that a rainy season can be passed, like the last, without a single death, or barely one in the general European society of the colony, we may trust that our fair countrywomen will not give way to the terrors caused by exaggerated reports, and that they will as freely face this as any other climate in company with the partners of their affections.

“ It would be an unpardonable oversight not to notice that the good disposition of the ladies and gentlemen newly arrived, is shewn in a manner particularly commendable, by their regular attendance at Divine worship ; and in this commendation, the commanders and officers of his Majesty's cruizers are to be specially included, not only with regard to this immediate time when they are all assembled here, but also at the times when any of them were individually present in charge of prize vessels, or on any other detached service. The regular attendance of the military gentlemen might also be mentioned, as well as that of others, if they did not more properly belong to the fixed society of the colony. These observations are to be considered as applicable chiefly, if not exclusively, to the new comers.”

“ It may be added, as a fact which will not be shamed on comparison with corresponding matters in many of the populous, wealthy and respectable parishes in the United Kingdom, that the collection made at the late annual meeting of the Auxiliary Church Missionary Society at Kiskey, was little short of 100*l.*; and that the further contributions

in Freetown amounted to full 40*l.* more; the distance of the place having prevented the contributors from being present at the meeting, which, notwithstanding was so numerous as to fill the spacious church of that place. A considerable number of the most respectable Europeans of both sexes attended. This was before the European society of the settlement had been enlarged by the arrival of many of those now included in it. There is consequently every reason to be assured, that the annual meeting of the Sierra Leone Auxiliary Bible Society, to be held on Monday the 24th instant, at the new colonial school house, will be still more numerous and more respectable, and that it will include the whole of the Europeans now in the settlement."

" March 22, 1823.

" We have much pleasure in noticing the Sixth Anniversary of the Sierra Leone Auxiliary Bible Society, held at the New School-Room in Freetown, on Monday, the 24th ult. The Honourable Edward Fitzgerald, who had spared no pains to effect a numerous meeting, presided on the occasion, and opened the business of the day in a very interesting and impressive speech, congratulating all present upon the success that followed the labours of the British and Foreign Bible Society—the support that had been given to their proceedings, by the greatest and best of men—the increased aid that the Sierra Leone Auxiliary was continually deriving—the good that it had been the means of effecting, and the apparent desire of the present meeting to further its objects to the utmost of their power. He then called their attention to the Report of the Committee, which was read by the Rev. S. Flood, the Secretary, and appeared to afford great satisfaction; as it shewed, in all its detail, that the efforts of this Society had not been in vain; and that much good had resulted from the Bibles which it had been the means of distributing.

" The respective resolutions were moved and seconded by the following gentlemen:—The Rev. J. Huddleston; G. Nicol, Esq.;—Rev. W. B. Johnson; J. M'Cormack, Esq.;—

Rev. G. Lane; Logan Hook, Esq.;—Rev. H. During; Mr. P. Vaughan;—Rev. G. Lane; M. Haffner, Esq.;—W. Cole, Esq.; F. Sawyer, Esq.;—Mr. C. Taylor; Mr. T. Bunyer;—Mr. T. Davey; J. Grant, Esq.;—the Hon. T. S. Buckle; Hon. J. O'Neill Walsh.

“This meeting, which was one of the most respectable we have witnessed for some time, included all the principal inhabitants of the colony, among whom was a greater number of European ladies than ever seen here on any similar occasion. We were happy to learn, at the close of the day, that the subscriptions and donations exceeded the sum received at any former anniversary; and we have now the pleasure of stating, that upwards of one hundred pounds have been already received by the Secretary.”

“September 20, 1823.

“Our duty to our fellow-colonists induced us, in our last Number, to express in strong terms, the indignation we justly felt at the cruel and exaggerated reports which had been circulated in England, and which we then pledged ourselves to disprove from official documents. We will now endeavour to redeem that pledge.

“By the census taken on the 1st January, 1822, it appears there were 94 Europeans then resident in Freetown, and in the country towns and villages 16; making a total, which agrees with the writer of the letter, of 110. Now, of the 94 then residing in Freetown, 24 have died: but we may remark, that Dr. Nicoll died at Accra, on the Gold Coast, Mr. R. Munro drowned himself in a fit of insanity, and the Rev. S. Flood died on his passage to Europe, and are included in the 24. Of the number, 16, mentioned as living in the mountains, the Rev. William Johnson is the only death; and he also died on his passage to England, having left the colony in good health. Thus the grand total of deaths among those who were present on the 1st January 1822, to this day, is 25, and not 80 out of 110 persons as our *friend* states. He also, to increase his list, and add to the terror he hopes to spread, makes 250 Blacks die, as he broadly asserts, of this *dreadful disease*. Now we declare, and we challenge

contradiction if incorrect, that not one Coloured Person was even attacked by the malignant fever. From this plain statement of facts, we trust our friends in Europe will, in future, be a little more cautious in receiving and circulating the dreadful accounts which some persons, from motives it would be difficult to develop, occasionally think it worth their while to publish about the ravages of death in this colony.

"That the climate of Sierra Leone was healthy, we have never asserted; but that of late years, from extensive woods having been cleared and cultivated, and more comfortable houses built, it has been improving in salubrity, we believe will be borne out by the medical reports: and if our new arrivals would only discard from their recollection all the terrible tales they have heard, discredit all anonymous extracts, make up their minds cheerfully to take things as they find them, and not be disappointed and depressed that they do not meet all the comforts of England in Africa, we are convinced that the proportion of deaths would be very much lessened.

"We cannot part with our *friend* without reminding him, that there are beings in the world to whom nature has given such distorted minds that they cannot view without envy difficulties considered insurmountable overcome; and, instead of the failure they anticipated, an increase of prosperity and happiness.

"The attempts of such beings to undermine the noble structure which philanthropy and perseverance have raised in this colony, have hitherto been frustrated. It now stands firm, and defies equally its open and secret enemies."

"November 3, 1822.

"It affords us much pleasure to hear, that several companies of gentlemen have been lately formed for the purpose of commencing the cultivation of large tracts of land for the growth of coffee, cotton, ginger, arrow root, pepper, indigo, &c. Most cordially do we wish them all the good fortune they can deserve. For our own part, we have been long convinced that there existed not a single doubt of the very



great success which must attend an enterprise of this kind. We are fully persuaded that there cannot be any better speculation for a man who is resolved to pay a proper attention to it. It would be very desirable if a few well disposed Men of Colour from the West Indies, who have been accustomed to the cultivation of such articles as we have mentioned, would come over here to undertake the management of some of the larger plantations."

" December 13, 1823.

" It is with feelings of the deepest sorrow and pity we continue to observe the malevolent attacks made from various quarters upon this infant colony: we shall not, however, attempt to enter into a detail and denial of these mis-statements; but simply content ourselves with the reflection, that our friends are already acquainted with the fallacy of such reports, while the opinion of enemies to such a cause as our's can be of little moment.

" The principal outcry has been raised against the unhealthiness of the climate, describing it as being much worse than that of our West-India islands. In answer to this, it is only necessary for those who may have any doubts, to compare the number of deaths in the squadron under command of Sir George Collier, during an arduous service of three years upon this coast, exposed to every danger from the climate, with the number which occurs in the same period of service with vessels of the same class and number of men in the West-India islands. The result will be found to be greatly in favour of this colony. From experience also we are enabled to affirm, that the mortality among Europeans who come to settle among us, is not so great in proportion, as will be found in the islands before mentioned."

" Since our last statement of the number of caravans of gold merchants which had visited this town from the interior, several more, possessing gold to a very large amount, have arrived. We have now to notify that Isaaco, the famous guide of Mungo Park, has reached Port Lugo, on his way to this place from Sego, bringing with him about three thousand dollars' worth of gold. In congratulating the mer-

chants upon the vast accession of trade with the interior, we are bound to remember, with gratitude, that the opening of this path was effected by the exertions of that meritorious officer, Assistant Staff Surgeon O'Beirne, by his mission to Teembo, which he effected with equal credit to himself and benefit to the community."

" December 27, 1823.

" One of our mercantile friends, having read our late remarks upon the vast increase of gold imported into this place, has assured us that we have in every instance considerably underrated the amount : he has also stated what we have since ascertained to be the fact both in the Gambia and here, and which may be considered of considerable importance to the mother country ; that is, in the barter for gold they require nearly the whole in British manufactures, among which may be named, as the most desirable, muslins and prints.

" It will be in the remembrance of those who have read the debates in the House of Commons, and various pamphlets published against the abolition of the Slave Trade, that it was frequently urged as an objection to such a measure, that Great Britain would lose a valuable part of her commerce, particularly in her own manufactures. It is needless to state how very, very different has been the result. Throughout the whole line of coast, the trade has improved in a very considerable degree ; but in Sierra Leone and the Gambia it has far outstretched the most sanguine ideas formerly entertained of its probable increase. The amount of exports and imports will best evince the prosperity of those settlements : at the same time it ought to be remembered that every article of produce shipped to the mother country is of the most valuable kind, producing in most cases a considerable revenue. Could we but eradicate the nest of miscreant slavers in Bissao and the Gallinas, we should then see the whole extent of coast from our settlement of Accra to that of St. Mary's in the River Gambia, entirely freed from the approach of those vessels whose visits, like that of an epidemic disease, spread nothing but

death and misery to a vast extent around them. Freed from the contaminating influence of these spoilers, and divested of their last remaining hope of the possibility of a revival of this horrible traffic, the natives would of necessity turn their attention to the collection or production of such articles of legitimate commerce as would procure for them those European luxuries which they cannot now do without. An honourable intercourse, thus established without fear of interruption, would quickly produce such rich fruit as would for ever silence those objections which have been raised against the measures adopted for the relief of suffering Africa. The increase of commerce which would accrue to the mother country thereby, amply repaying her all the money she may have expended in this cause, would satisfy the worldly-minded; while the blood-thirsty wretch who might continue to offer opposition, for the purpose of a direct or indirect participation in the profits arising from such horrible speculations, would be left without a single argument upon which he might found his hateful doctrine.

“The grand work, the real basis from which the true prosperity of this colony takes its rise, is now going on with spirit and activity: we allude to the cultivation of the soil in the growth of such articles of produce as will, in a short period, render this a rich and flourishing colony. In the liberated African towns, the plan struck out by Sir Charles MacCarthy, and now brought into active operation by the exertions of the several superintendants, is the most efficient that could have been put in execution, and will speedily produce those happy results that every friend of the colony is so anxiously looking for. Seeds and plants of every kind are distributed among the farmers; and a nursery for coffee plants is made in every town, in order to supply the wants of those who may be cultivating more land.”

“Feb. 7, 1824.

“We are happy to find that the Mandingoes and other natives have again commenced their trade in coffee, which had nearly ceased during the last two seasons, in consequence of the cutting down of the main bodies of the trees,

to strengthen and increase the growth of the young plants and suckers. We hope that our traders will use their best exertions to induce them to cultivate this valuable article more extensively than they have hitherto done, and endeavour to make them duly sensible how beneficial such a measure must ultimately prove to their best interests. In giving this hint, we are aware that our merchants and traders have always proved themselves ready to make the greatest sacrifices for the promotion of the public good; and in this particular article, we know that they give the greatest price they can afford, in order to induce the colonists to turn their attention to its culture. Five tons, of the very finest quality of coffee, have been purchased within the last ten days by a few individuals; and as the season is only commencing, we may expect a very considerable crop. We look forward to the day when we shall be enabled to export a sufficient quantity of this produce, to make the revenue rising from the same of some consequence to the mother country. There is nothing to impede us but want of exertion upon our own part. Nature has done every thing for us; and, thank God, we have every reason to believe, that a proper spirit of industry is hastening the grand work towards its completion."

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*The following Notices respecting Sierra Leone have appeared in a small pamphlet, written by a Quaker of the name of William Singleton, who visited Africa as a Missionary in 1821. They were overlooked at the time. The pamphlet is published by Harvey, Darton, and Co., No. 55, Gracechurch Street.*

"26th 3d month.—This morning, visited the school in Freetown; present one hundred boys, fifty girls. Several of the first class read very well in the Bible and the Testament. The mode of teaching is the Bellerian, or Madras system. All the children clothed and clean; most of them neat, some fine."

"27th 3d mo.—Yesterday Capt. Grant promised me a letter of introduction to G. Nylander, superintendant of

Kissey town; and at six this morning, I found the Captain in the piazza at government house, with the letter ready. He sent a Krooman with me as guide.

"This Krooman, John, can talk a little English; and during our walk, about three miles and a half, a conversation took place, as under:—

"'Have the Kroomen a king?' 'Yes.' 'How many towns?' 'Five.' 'How many people?' 'O plenty, too much.' 'When this king dies, who will be king next?' 'His son.' 'But if his son be an infant?' 'All same.' 'If the king have no son?' 'Then we take another man, and make him king; or his wife go in his place.' 'If the king's son be a bad man?' 'Then we drive him away, take another man.' 'Do any Kroomen sabby book?' 'No.' 'Do they know there is a God?' 'O yes, they know that very well.' 'Do they know who made them and all things?' 'Yes.' 'How do they know that without book?' 'Ah! they know it very well without book. God make way for them to know: he tell the father; put it here (pointing to his head); the father tell the son; so they know, they keep it here.' 'Providence is very good to Kroomen, what do they in return?' 'Ah! what can they do? They no sauce him; they do what he tell them; what he tell them not, they no do. They sit down—remember God—no want to talk.'

"The superintendant received me respectfully and kindly, but could not shew me the schools, because it was the quarterly meeting day, and he, with the schoolmaster, must attend at Freetown.

"He gave me a grammar and vocabulary of the Bullom language; and informed me, that he has translated into the same tongue, the Four Gospels. The Gospel by Matthew is printed.

"George Caulker, a native man of rank, is translating into another dialect of the Bullom, some parts of the Scripture. Dined with G. Nylander at government house. Capt. Grant says, trade is increasing at Sierra Leone, especially in timber; and that morals are improving. An agricultural settlement would be of great service there.

" Fourth day, 28th 3d mo.—At six this morning set off for Wilberforce town. Decker, the superintendant, appears to be a simple and sincere man, and to have been useful in his station. Three of the school boys read very well a part of the first chapter of John.

" The liberated Africans have spots of ground, which they cultivate for themselves. The town of Wilberforce is high up in the mountains to the west of Freetown: the air is good, and the inhabitants do not suffer much sickness during the rains. Here we have a view of the true cape, which, with the sea beyond, and the land partly cultivated, and partly covered with trees, affords an agreeable prospect.

" On my return, passing through Congo town, a number of children just let out of school, held out their sable hands, and said, 'How do you do, master?' I shook hands with them, and learned that the school and town are under the care of the Wesleyan Methodists."

" On the subject of instructing the Africans, Samuel Thorp (a Maroon) thus expresses himself:—' If a man would do good among the natives in the bush, he must be content to abide there in patience, set them a good example of industry, and begin to educate the children. With these he may succeed; but preaching to the adults is entering on subjects which they have neither inclination nor ability to comprehend. He ought so to conduct himself as to gain the confidence of the natives, and to give them an opportunity of distinguishing between his character and intentions, and those of such White men as have only their own interest in view.'

" The natives, I observed, had great reason to fear Europeans. ' True; yet if a European shews a sincere intention to benefit the natives, they can discern it, and will put confidence in such a one, notwithstanding the repeated ill treatment they have received.'

" In cultivating the ground about Sierra Leone, Samuel says, ' The success is generally proportioned to the industry.' A person wishing to succeed in agriculture here, should have no other pursuit."

"The liberated Africans supply the town daily, first days excepted, with pine-apples, oranges, cocoa-roots and leaves, ground nuts, and various other fruits, &c. which they carry on their heads from the villages or towns in the mountains. Seldom are there fewer than a hundred, seated in the market place, with their little store upon the ground before them. Under a shed, supported by stone pillars, are boards for the accommodation of the butchers; and, at a distance, close to the sea, is the fish-market, where mackerel may be had for fourpence each."

"3d 4th mo.—Yesterday walked with George Fox to Gloucester town. The superintendent, — Düring, has now no trouble with the liberated Africans, respecting labour: they will hear reason. At the first, he could scarcely persuade them to work for themselves: they would answer, "What for we work? king take all we make." But having found by experience, that they can enjoy the fruits of their labour, they are become industrious, are building cottages for themselves, of an improved description, and are cultivating their farms with increasing diligence. On these spots, about four acres each, which they have cleared of the large trees, though not of their roots, nor of the stones with which the mountains abound, they plant in the intervals, cocoa-trees, Indian corn, sugar-cane, and cassada; and for fences, which, indeed, may easily be stepped over, they have arranged rows of pine-apples. The bamboo is not found in Sierra Leone; and the laths they use for the walls of their cottages, being broader and thicker than the bamboo, consequently less pliable, render their appearance not so neat as the Gambia huts, and, perhaps, they admit more wind. To remedy both these evils, however, some of the inhabitants face the lattice-work with mud, and whitewash it. One woman, as we passed, was plastering the outside of her house; and, having no trowel, she spread the composition with her hand alone; and though her work presented to the view an irregular mixture of light and shade, it answered the design of the owner, which was to preserve a warm atmosphere within; a necessary precaution on this elevated

situation, where the thermometer stands six or seven degrees below that in Freetown, and the wind is so free, that it more resembles England than Africa. On my first entrance into the superintendant's house, the cold was so prevalent, that I was obliged to use some precaution, after my walk, to guard against its effects. Looked into the school here, which appears to be in pretty good progress : it is conducted on the Madras plan.

" In the morning, as we passed through Freetown in our way to Gloucester, about half-past five, I remarked a considerable number of Black people, walking steadily, and for the most part singly, different ways, and am informed that they were going to religious meetings."

" 4th of 4th mo.—Took breakfast at Stephen Gabbidon's (a Maroon), who confirms our mate's assertion respecting the waste of the slave-merchant's ill-gotten treasures ; and accounts for the loss in some instances, thus : When a slave-dealer dies at a distance from his family, his fellow-dealers, under pretence of his owing them money, make out accounts against his effects to such an amount as to leave little or nothing for the surviving relations : this, S. G. has known to be the case, in several instances."

" 8th 4th mo.—Last fifth day, I walked alone in the evening, intending to go to Regent ; but being pressed I slept at Gloucester, after passing an agreeable hour or two in conversation with the hospitable superintendant and his wife. The next morning early, left for Regent town, to breakfast with W. Johnson, the superintendant of the place. At his house, besides the agreeable family, I had the pleasure of meeting with Charlotte Bacon, and another female, named Mackenzie. The former is the wife of one of the American agents, who arrived at Sierra Leone, a short time before us."

" Two of the agents have gone down to the Bassa coast, in the schooner belonging to the former settlers, to seek a more suitable place than the one they occupied. A liberated native of that part, from Regent town, accompanies them. This native lately visited that coast, at the desire of their chief, George Caulker, and there preached at forty villages ;



when the inhabitants so earnestly begged for a missionary that the superintendent of Regent town, and some others, promised, if possible, to meet their desire."

"Regent town is five miles south of Freetown, and two from Gloucester. The superintendent's house, and the place for worship, are situated on an eminence, surrounded by mountains; amongst which are the Sugar-loaf and Leicester mountains. It commands a view of the greater part of the town, which extends along the side of a mountain opposite. At the back of the house are the school-rooms; and beyond them, higher up the mountain, is the governor's house; not quite finished.

"The population of Regent town is about one thousand three hundred and fifty; of this number, seven hundred are able to provide for themselves and families, by means of their farms. One man sold the produce of his little spot, last year, for fifty pounds; and the quantity of cassada sold then was ten thousand bushels.

"A small market is held each day; but seventh day (Saturday) is the principal one. Five oxen are weekly consumed, besides pork.

"The people, with a few exceptions, are industrious, as may be seen by the improved houses they build for themselves; by their furniture, all of their own making; and by the neatness and cleanliness of their habitations. In several houses are sofas, covered with clean print, or the country cloth; tables and forms, or chairs; and, especially, I noticed in each house a corner-cupboard, with its appropriate crockery ware. The beds and sleeping-rooms are remarkably neat and clean. A few of the inhabitants, more ingenious or richer than the rest, are building houses of board, with stores below and piazzas in front.

"The superintendent appears to have considerable influence with the people, and his advice is readily followed."

"As we were standing under the piazza this morning (6th day), a young African came to ask permission to marry. W. J. gave good reasons for withholding his assent, which he had scarcely done when he was called away; and I ad-

vised the hesitating youth to acquiesce. He readily answered, 'My massa good man. He say girl too young. We wait. I no pass de word of my massa.'

"Returning from a walk over one or two of the farms, and coming near the market-place, we were met by an elderly African, with a basket on his head, covered with a cloth. He stopped, and placing the basket on the ground, drew out a glass bottle, which he held up, that the superintendent might see its contents, and uttered a few words which I could not understand. The bottle contained palm-wine; and the man, in his simplicity, produced it uncalled for, to assure the superintendent that it was not rum, the use of this liquor being prohibited.

"Soon after breakfast, Captain Grant came in with J. O. Walsh, Secretary to the Agricultural Society. The captain, fearing the walk would be too fatiguing, had brought an additional servant, with a horse, for me; but I preferred walking; and as I proposed staying another day at this favoured place, the horse was taken back.

"We visited the schools together. The girls behaved with seriousness, and appeared under good care. There was an agreeable solidity in their countenances, which, I hope, indicated something good within. The boys being taught on the Bellerian system, it left not so favourable an opportunity of observation; but they were attentive, and the monitors active: as was the case too at Gloucester and Kiskey.

"In the seminary, where a number of boys are training for missionaries, they answered well the questions put to them, by the superintendent, from L. Murray's Grammar; and, tolerably, promiscuous questions from the Bible. Several of them read very well.

"After dinner, the superintendent accompanied me to Bathurst, Leopold, and Charlotte towns; but I had not an opportunity of seeing the schools at any of these places."

## O.

INFORMATION RESPECTING THE INTERIOR OF  
AFRICA.

*Extract from the Royal Gold Coast Gazette of the  
22d December, 1822, inserted in the Sierra Leone  
Gazette of the 8th March, 1823.*

“WE have been favoured with the following communication, from the pen of an officer high in the civil service of the Gold Coast, relative to the travels of a Tartar.

“For several weeks previously to the 1st of June last, reports were prevalent among the natives of Cape Coast, that some Europeans had arrived at Coomasie, the capital of Ashantee: little or no credit was attached to them; but on that day, to the surprise of every person connected with that place, messengers arrived from the king, escorting an elderly White man, clothed in an old uniform of the African Company. The circumstance could not fail to excite a considerable degree of curiosity; and this was materially increased when it was ascertained that he had travelled over so great a portion of the African Continent, as from Tripoli to Cape Coast Castle. Unfortunately, the excitement proved greater than the means of its gratification, and the expectations of the sanguine were disappointed: for ignorance of the language spoken by the individual in question has precluded the possibility of obtaining that satisfactory information, which a long residence in the country must have enabled him to afford; and which, it is to be hoped, will yet be gained by some more fortunate of our countrymen in Europe, should no mishap occur to him previous to his reaching England.

“It has been with much labour and difficulty that even a few confused circumstances, in addition to the names of

places on his route, have been elicited; the only communication with him being through the medium of a boy, (knowing not a word of English, and not clearly understanding the Fantee language of the interpreter,) who speaks the Marawah or Houssa language, of which the other obtained a smattering while in the interior. Under such circumstances, error and inconsistency must be unavoidable.

"The traveller's name is Wargee. He is a Tartar. He states that he was born at Kislär, in the province of Astracan. He is ignorant of his age, but thinks he is now about seventy: his appearance, however, does not denote him to be more than between his fiftieth and sixtieth year. When a youth about fifteen years of age\*, a war having broken out between Russia and the Porte, his brother took arms, and he was employed to carry provisions, &c. The contending parties met and fought at a place which he calls Ebraig; and the Turks proving successful in the rencontre, Wargee was made prisoner. From the field of battle he was sent, with other prisoners, to Constantinople, where they arrived in thirty-four days. This happened in the reign of the Sultan Selim†. He became the slave of Saladar, whom he represents as a person high in authority. In his service he continued seven years, but how he was employed could not be ascertained: indeed, there appeared in his manner, a desire to avoid communicating information on this matter; arising perhaps from his situation having been mental, or probably from a disinclination to communicate

\* "This was ascertained by his pointing, when the question was asked as to his age that time, to a lad who was present and saying, 'he was about his age.'"

† "Selim III. commenced his reign in 1789. The Turks and Russians were then at war: but admitting that Wargee might have arrived at Constantinople the very year of his accession, the time that has since passed, added to his supposed age at the period of his capture will make only forty-eight years. This will appear very contradictory to his own belief as to his present age (70). Taking his calculation to be by lunar years, the difference will be very considerable. The discrepancy may, however, have arisen from misapprehension on the part of the interpreter."

through an interpreter who evidently displeased him, and whose stupidity and ignorance was the source of continual trouble. It is, however, but justice to say, that on all other points, particularly those connected with his route on his travels, he evinced great desire to make himself understood.

“ He states, that at Constantinople, in time, he became a considerable trader, and in this pursuit he travelled to many distant parts, both by sea and land. One instance which he related, was his joining a considerable caravan, with several camels laden with merchandize belonging to himself, and proceeding from Constantinople, or, in his own words, from Istambol to Chanakalo-Ismir, Smyrna, Sarkos-Kablis, Sham-Tarablis, Tripoli, Dameish Haleb, Darbekr, Mosul, Bagdat. From Bagdat he went down the Bar Didjla (Tigris), and at Kornal the Bar Pharate (Euphrates), in a boat to Bassorah. At Bassorah he embarked in a ship belonging to Muscat for the latter place : she was called the Almazie, and was navigated by twenty-five men.

“ From Muscat he proceeded in the same ship to India. The names of the several places where he remained, he recited in their distinct order ; viz. Surat, Bombay, Malabar, Madras, Calcutta. He also visited Java ; and, returning by the way of the Red Sea, sojourned for some time at Mocha ; and there being many pilgrims in company, he also visited Mecca, and, although no Mussulman himself, described the manner in which they performed their devotions. Crossing the isthmus of Suez, he went, in his own words, to Masr (Cairo), Roschid (Rosetta), Askandria (Alexandria), and from Askandria returned to Istambol. This voyage, on which he was absent two years, has been more particularly dwelt upon, because the route being so readily subject to proof, its correctness will serve in some measure, as a criterion for the credit to be attached to his African travels.

“ The principal article which he took to India for sale was sheet copper, for which he got silks and muslins in exchange. He mentioned several other trading excursions to Syria and to Egypt ; and one when he embarked at

Constantinople and sailed by 'Arnaout Lemal,' (Quere ?) to 'Hawareen,' and to Malta, and thence coasting the African side of the Mediterranean, touching at Tarablis, Tripoli, Capes Tunis, Jezzari, (Quere, Algiers ?) and to Gibraltar. As a proof that he had some knowledge of the place, he pointed to one part, saying, 'Inglis,' and to another side of the room, saying 'Espagnol.'

"He describes the commencement of his last or present journey, to have taken place about five years ago. He sailed from Istambol in a Turkish vessel commanded by an Armenian named Abdoo, and navigated by twelve men, to Askandria, and thence to Arab Tarablis, Tripoli: he paid the master of the vessel the value of 44 dollars for his passage\*. His merchandize consisted of iron, jewellery, silks, and of some spirits, to the value of 1500 dollars. At Tripoli, he remained a considerable time: he then proceeded towards Mourzook, in company with a caravan of forty-five camels. He had three camels and two servants, his slaves: one of the camels carried water, another provisions, and the third merchandize. In thirty-five days they arrived at Sokna; eight days from Sokna to Mourzook. At Mourzook, he sojourned two months, and again advancing by Chanab (quere, Ganat ?) to Asouda, and thence to Agades; one day's journey, from which they crossed a river of great breadth†. It being then the dry season, it was shallow: still it was as much as the camels could do to cross it, the water being up to their shoulders: in the rains it is impassable, except by boats. Agades is in Turiack, through which country this river runs: one day's journey from Agades, is Kashna. The caravan was sixty days in travelling from Mourzook to Kashna. At Galibaba, in Kashna, he was robbed of much of his property.

"From Kashna he advanced to Kano in five days. Close

\* "The manner in which he communicated this information was, by taking a dollar from his pocket, holding it on his finger, and then scoring with a pencil forty-four times."

† "As broad as from the Castle Gate to the Female School, being about 400 yards."

to Kano is a large water—whether a river or a lake, could not be clearly understood—called Goorbie Mak Hadgee, which he described as being about 150 yards broad, but narrow during the dry season; because in the rains there is a communication between the Quolla, which will be again spoken of, and Goorbie Mak Hadgee. On it are numerous boats (canoes); in one of which, paddled by four men, he was conveyed over. His camels were tied by the neck to the canoe, and swam over.

“ The houses at Kano are circular, and built of mud. It is subject to the Sultan of Houssa, who is a Mussulman: his name is Beeloo—that of his capital, Secootoo. In the neighbourhood of Kano, territory of Noofee, he remained a considerable time, and appears to have travelled from that point in several directions: for instance, from Kano to Zegzeg in five days; Malica three; Falandoosa two; Rol-lah two; Domah three; Hanafa six; Galadina five; from Galadina to Tootoo, Abazee, and Koorkoonon two; Abakane and Rabah one; Ibee one; Looree five.

“ Several of the principal towns on this part appear to have ditches around them, for their defence; and the approach to them, from what could be understood of his description of Raball, must be extremely rude. He drew circles and lines to represent the ditch and entrance across it by a board. This his camels could not pass: he was therefore obliged to leave them behind, and the weather being wet and bad, they soon died.

“ Having again returned to Kano, he undertook another journey from Kano to Terna three days; Galata two; Samsera two; Banagab five; Doweassin seven; Laooree six.

“ At Laooree he sojourned for some time, and travelled thence to Zoogoh (quere, Zeggo?), and again from Laooree to Gayah in three days; Fogan one; Karamana one; Cumba one; at Cumba he crossed the Quolla, a large river, much larger than Goorbie Mak Hadgee. He was about one hour in crossing it in a boat (canoe) paddled by sixteen men. When questioned as to the course of this river, he asserted that the current ran

' from the direction of the rising sun towards its setting.' Having crossed the Quolla, he arrived, after a ten-days' journey, at Goormah, and in ten days more at Moosh (quere, Mooseedoo?). Proceeding onwards he arrived, in ten days more, at Imboolee\*. Between Imboolee and Moosh, he crossed no water. From Imboolee he travelled onwards five days, and then reached another large river, called the Barneel, over which he was ferried in a boat (canoe), managed by ten men. The passage occupied half an hour. After a walk of about three hours, he arrived at Kabarah (Kabra), a town on the banks of a small river called Mazzr; and in three hours more, from Kabarah he reached Timbuctoo.

" The few following particulars respecting Timbuctoo are the substance of replies to numerous questions, reiterated on several occasions, and thereby corrected as far as the very limited and defective method of communication would admit.

" Timbuctoo he represents as a large town, much larger than Cape Coast, and much larger than Coomasie; the houses far better and more regular. It has one long street intersected by others, but not very regular. The houses are built of mud. The house in which he lodged, belonged to the Sultan Mohammed, who had seven houses superior to those of his subjects: it was two stories high, and had several apartments on the ground floor, occupied by attendants; on the first floor were the apartments in which the Sultan entertained his friends; and in the upper story he and his wives lived. The house had a flat roof, surrounded, except in the front, by a wall enclosing a large yard, in which the camels and other cattle were kept, and situated in the centre of the town. It was tolerably well plastered; had doors and windows of boards, and was white-washed with lime brought from Jinne. Much trouble was taken to ascertain the truth of this fact. He clearly described a kind of oven

\* " In endeavouring to trace the course he took in the several excursions from Kano and to this place, his invariable reply was, that the rising sun was at his back, varying a little to the right or left."



(drawing a rude plan on paper), in which stones were heated, and imitated the hissing noise it made when water was thrown over it to slake it. To prove this the more strongly, he was shewn the lime kiln at Cape Coast Castle, and said it was something like that, but very small, and stones burnt in it, not shells. A basket was shewn to him which might contain about a bushel and a half; and he was asked, what the price of the quantity of lime it would hold might be. The answer was, About the value of a dollar at Jinne; at Timbuctoo perhaps four. He heard it used to be brought to Timbuctoo as presents to the chief men, who made presents of cloth in return: it is only used by the superior people. He believes the roofs of the houses to be only covered with clay; but is ignorant whether any thing is mixed with it to make a cement. The houses of the rich people are all built in the same style as that of the Sultan; and he mentioned that of Kahia, whom he called Mohammed's vizier, as almost equal to the Sultan's. The dwellings of the common people are small round huts, covered with thatch. The Sultan is fat, stout, and good looking, having a few grey hairs in his beard; and is a peaceable good man: he is a Musselman, and dresses handsomely in the Mohammedan style; has seen him occasionally wear silks, but principally white cloth and muslins.

"The king's wives wear a lower cloth, fastened round them, and another thrown over their bodies: these are generally white, but the lower one sometimes blue. Indeed, he says, coloured clothes are rarely to be seen: white and blue are the prevailing colours, varying in their quality according to the station in life of the wearer. On the head they (the king's wives) wore a kind of red cap, just covering the crown, which has some gold ornament, or gold lace on the top of it. They wear silver ornaments on the arms and ancles, and ear-rings of gold or of silver. They also wear silver chains on their forehead, round the neck and round the waist: these chains are made at Sansanding—and silver is so much prized at Timbuctoo, that they balance them for gold. The Sultan had in his possession many musquets and

blunderbusses, inlaid and ornamented with silver. He had also several soldiers. Musquets are also to be seen in the possession of many persons of note, but they are not common. The value of a very common musquet is ten dollars\*; of a long gun sixteen dollars: the latter guns are used for killing elephants. He says the hunters go on foot to search for the herds—watch for a fair aim; and, if the shot does not take immediate effect, the hunter climbs a tree for safety, and watches the animal. They have often been tracked for days after they have been shot, before they die. Elephants are also killed with arrows; the length of which he described by stretching out his arms, then pointing from the shoulder to within about three inches of the wrist, and saying it was wood, and again to the end of his finger, which part he said was iron. These arrows are rubbed over with a liquid poison. This, he says, he saw; but knows not of what it is composed: it is of a yellow colour, and of the consistency of palm oil."

"In the Mazzr, small fish are taken, but there are no canoes on it. They are far more abundant in the Barneel: many kinds are caught by the natives (who go on the river in small canoes) with lines and nets: some of them are very large. He said he had seen some as large as a boy about eight years old, whom he pointed out; but those were not eaten. In the Barneel are also some large animals, with heads as big as those of elephants, and having teeth which were sold to the traders from Fez. These were killed with a kind of spear or harpoon ten or twelve feet long. Some of the common people eat the flesh†. They, as well as alligators, are numerous both in the Quolla and Barneel.

"About Timbuctoo and Jinne, wild owl are very plentiful, as are also poultry, particularly ducks: there are also great numbers of cattle, goats, sheep (very large), a few small horses, no camels, except what are brought by the traders:

\* "Dollars are mentioned, not as being current in Timbuctoo, but because their value was understood by him."

† "Hippopotami: he was much pleased at recognizing the tooth of one, which the writer happened to shew him at the moment."

asses without number, and dogs. Of wild animals, he mentioned the elephant, antelope, lynx, and fox : tame rabbits of different colours are kept in the house. The difficulty of acquiring this information, through an interpreter ignorant of the names, was obviated by a reference to the plates of a work on natural history.

“The food of the principal people consists of poultry, the flesh of cattle, goats, and sheep, and of fish, which they have various modes of dressing, boiling, frying, &c. He has seen some fish brought into the market for sale, fried : much butter is made at Timbuctoo and Jinne, from goat and cow's milk : this they use to dress their fish, &c., with, and eat it with their bread, but never use it to rub over their bodies.

“They grind their corn on stones, and make a kind of bread of it : this the common people eat with goat's milk. There are some pits at Timbuctoo, from which the common people procure their water ; but that which is used by the superior class is brought from the Mazzr. This water, which he says is excellent, is carried in skins on asses, and it takes them about three hours to go there. Milk is also drank, and, by those who can afford it, a kind of fermented beer called Geeah, made of the Indian corn. He is ignorant of the process of making it ; being shewn some of the beer which is common on some parts of the Gold Coast, called Pitto, he said that it was like that, but not so good.

“The rich people use spoons and forks : he has seen there some spoons made of gold, some of silver, and some of iron : they also use plates. When questioned how they procure them, his reply was, that they were brought by the traders, and they got them from ‘Gibralt.’ The common people use their fingers, and eat out of wooden bowls.

“No cocoa nuts at Timbuctoo ; neither did he see them in any part until he came to Cape Coast. No yams, no plantains ; water melons in great plenty, and other fruit which could not be recognised by his description. No pine-apples at Timbuctoo, but saw some at Jinne : honey plentiful ; and at Timbuctoo they have a particular kind of bread, in which honey is mixed when they are making it. He de-

scribes the climate of Timbuctoo as extremely hot. The rainy season he understood to be approaching at the time he was at Timbuctoo, which he thinks was about thirteen months ago\*. The rains, he heard, continued about four months, during the first two they are very heavy, and after that for the next two months light. After the first two months, the caravans come from the Desert, to the number of many hundred camels. About midway between Taudeny and Timbuctoo, at a place called Rawan, they often separate; some going to Sansanding and Sego, some to Timbuctoo.

"The Timbuctoo traders have a particular room or shop in their houses, in which their goods are packed up in boxes: they have also many pieces of cloth hung on a line exposed to view opposite the door, but those inside of the houses are for shew. He understood it took the caravans of the Arab traders from Fez and Mequinez three months to perform their journey to Timbuctoo. The articles of trade which they bring are cotton cloths, clothing, silks, iron, beads, silver, tobacco in rolls, paper, earthenware, and tar. In exchange for which they get gold dust, ivory, the teeth of the hippopotami, gum, and ostrich feathers†. Slaves also form a considerable portion of their return. He states the price of a man slave, 'if handsome,' to be about the value of thirty dollars; if otherwise, sixteen dollars; of a young female about twenty-five dollars. The price of gunpowder is high at Timbuctoo: when he was questioned on this point, he looked about him; and, seeing a small crystal basin on the side board, he took it up, and said that as much as such as that would hold (about 1½lbs.) would cost the value of three dollars at Timbuctoo, two dollars at Sallagha; how much at Coomassie he did not know. Gun-powder is not brought to Timbuctoo by the Arabs, but by the merchants from Kong and other places immediately connected with the Ashantee trade. Never heard of any copper mines in the interior; neither did he see any iron manufactured in any part he has visited.

\* "Vide notes at the end."

† "Very few ostriches are to be seen within a considerable distance of Timbuctoo: they are brought there by the traders from Bornou."

They get their iron at Timbuctoo from Fez ; and it is conveyed in short bars on each side of the camels. When inquiry was made as to its price, he measured twice the length of his arm from the elbow, to which he added one span, and said it was worth five dollars.

“ There is much gold at Timbuctoo, but not so much as at Sansanding, where he has heard there are valuable gold mines ; and a great number of Arabs resort there to trade. Cowries are current at Timbuctoo for the purchase of provisions, but they are not taken in trade by the Arabs : about 3000 of them are the value of a dollar.

“ Their musical instruments are a kind of rude fiddle, flutes, and drums. All offences are punished by order of the Sultan. Great offences, particularly ‘ meddling with any of the Sultan’s wives,’ are punished by hanging. He did not see any one hanged, but saw a gallows there : he described the process, by making two men stand at a short distance from each other, and placing a stool between them, put his stick on their heads, with his handkerchief on it touching the stool, which he then kicked away. The punishment for theft is confinement, flogging and restitution of the value, and servitude until paid. He says, there is a house appropriated to the purpose of confinement, and which is guarded by four men with muskets. Circumcision is general among the people at Timbuctoo, who are all Musselmen. He does not know the exact number of mosques, but recollects three large ones ; two of which were built by the king, and one by the Arab traders.

“ He heard that Timbuctoo was formerly subject to Bambarra, but ceased to be so since the latter had a war with the Foulahs, in which they were defeated. Sultan Mohammed is therefore independent, although not powerful ; for he says that his controul does not extend much beyond Timbuctoo itself. Mohammed succeeded Sultan Aboubekir, who he heard died about eight years ago—is ignorant who was his predecessor. Aboubekir was extremely rich. Wargee remained at Timbuctoo five weeks, during which time he lived in Sultan Mohammed’s house, and was treated by him with the

greatest kindness. He never heard of any White man having been at Timbuctoo\*.

“ Leaving Timbuctoo, Wargee embarked on the Barneel (to which goods are transported on camels and asses) in a large boat, which was sometimes paddled by ten men, and sometimes pushed forward with long poles. The river near to Timbuctoo is deep, and flows in a direction contrary to that which they were going: its breadth is about 200 yards. The boat had a considerable quantity of salt in it, which had been brought from Tandeney to Timbuctoo; and they stopped at several places to dispose of it. Eleven days after they left Timbuctoo, and at a place called Koonah, the river which had been hitherto of nearly an equal width, spread out into a large lake, which was very shallow near to the shore: here small canoes came to receive the salt. It continued thus spread out for four days, until they arrived at Koonannah; where it narrowed to its former breadth. When asked if the lake had different names, he replied it was called Baharee, or Bar Hareh: its breadth, he observed, was about the length of the Salt Pond at Cape Coast; say, about half a mile. At the expiration of twenty-two days from their departure from Timbuctoo they arrived at Jinne, which is built in a similar manner to Timbuctoo, but not nearly so large. He remained at Jinne a long time. He says the country about Timbuctoo and Jinne is flat and fertile, and well adapted for pasturage; and that the number of cattle is considerable. From Jinne he went forward by land to Soorondoomah, in 25 days, remaining at several places: the distance is ten days’ journey. From Soorondoomah he advanced to Keri, to Samaco, to Galasoo, to Kong, in thirty-three days. In travelling from Jinne to Soorondoomah, to Keri, to Samaco, to Galasoo, and to Kong, the rising of the sun was to his left. From Keri he diverged to the westward; and after a journey of ten days he arrived at Foulahna, a large town, the capital of a country of the same name, which he says is next to Bambarra; from thence again he returned to Keri.

"Between Kong and Galasoo is a considerable river, which he is obliged to cross by a canoe: its name he has forgotten. He describes its breadth, by saying it was as far as from the castle to the house in which he lived (about 100 yards), and its direction from the rising towards the setting of the sun. Kong is a town of considerable size, but not so large as Timbuctoo: the inhabitants are Mohammedans: they employ themselves much in trading with the Ashantees in one direction, also with Foulah Sansanding in the other. The houses are of mud, flat roofed, two stories high: some of them are good, but not equal to those at Timbuctoo.

"Wargee remained at Kong fifty days. Having taken a wife at Jinne, she fell sick at Kong, which caused his remaining so long. It would seem by this time his means had dwindled very materially; and on his being questioned, he acknowledged that, in addition to his loss at Galibabo, he had expended much of his property, and much had been extorted from him. We find him at Kong retailing in the market some material in small bottles, which was much prized by them to darken their eye-lids and eye-brows (Quere, lead ore?), and making a profit by selling it. This, he said, was called by the Arabs, Hainar; and by the Kongs, Incassah. It was understood, in the first instance, that this was purchased from the Arabs: but at a subsequent interview, he declared it was procured from a country called Namnam, about fifteen days' journey from Kano, the inhabitants of which are cannibals. Observing that this was much doubted, he again seriously repeated his assertion, and declared, that when he was at Kano, the Sultan was at war with Malim Jago, King of Namnam; and he saw several of these people who were made prisoners sold in the market: that one day a Slave having died, the Sultan, who doubted the fact of their being cannibals, paid the master for the body, and gave it to them; and they ate it. To this he said he was an eye-witness.

"Being asked if he had seen any mountains near to Kong, his reply was, that he had seen several large mountains; but he had either not noticed, or did not recollect, their direction;

neither could ~~isbe~~ and ~~erstood~~ that there was a continued chain. From Kong he travelled to Goonah in fifteen days, but rested at different places some days: his course was now to the eastward; that is, his face was 'towards the rising sun.' From Goonah to Foola in eight days, Foola to Banah in twelve days, travelling in a different direction; that is, with the sun to his left. Banah is under the frontier of Ashantee, and a dependency of that kingdom: here he was stopped by an Ashantee chief, who told him he would not allow him to advance until he had sent to consult the king. From Banah he was ordered to go to Deboyah, twelve days' journey eastward, and from Deboyah to Salagha in a southerly direction, eight days. Inquiry being made if he had heard of Degwombah, he said it was thirty-three days' journey from Kong. He further said, that Degwombah and Yandee (see Notes) were the same place, being called by the former name by the Houssa and Marawah people, and, by the latter, by that of Moosh. Salagha is five days' journey in a southerly direction from Degwombah. Salagha, as well as all the Marawah people, including Houssa, pay tribute annually to Bournou.

"At Salagha he sojourned three months and ten days; and at the expiration of that time people came from the king of Ashantee, to tell him he might advance: went by another route, and passed many towns; but could not learn their names, there being no people who could speak to him. In fourteen days arrived at a village near Coomassie, where he was ordered to remain, and received a present of a sheep, a flask of rum, and some yam from the king; four days after this he was allowed to go to Coomassie, and saw the king, from whom he again received a present of a sheep, a pig, some rum, yams, plantains, and gold. When asked where he was going, he told the king that he had travelled very far, and hearing the English had a place not very far off, he was desirous of getting there, because he knew they would help him to find his way back to his own country. The king replied, that was well, and that he should be sent to Cape Coast Castle soon. He was kept at Coomassie twenty-five days; when the king appointed messengers to escort him to Cape



Coast Castle, where he arrived in twenty-one days, as they travelled by very easy journeys, and rested about every other day. During his whole stay at Coomassie, the king behaved towards him with much kindness and attention."

*"Notes on the Travels of a Tartar.*

"No. 1.—From what Wargee relates, it would appear that Adam's assertion, that there is a 'considerable navigable river close to the city (Timbuctoo),' must be incorrect. Between Wargee's account and that of Leo, there is a considerable degree of coincidence: Leo places Timbuctoo at the distance of twelve miles from the Niger; Wargee says, it is three hours' walk from Timbuctoo to Kaberah (on the Mazzr, a branch of the Barneel or Niger, but not navigable), and three hours more from Kaberah to the junction of the Mazzr with the main stream of the Barneel. That Wargee's information on this point is correct, there can be little doubt, for he illustrated it by a rude sketch.

"2.—The island formed by the Mazzr (the Jimbalah of the maps), Wargee calls Kabarah. He states its breadth to be about three hours' walk, and its length about two days' journey: he saw numbers of asses and cattle grazing on it.

"3.—Being questioned what route he would take if he were obliged to return to Timbuctoo, he stated the following, as the most direct:—from Cape Coast, to Coomassie, 9 days, to Salagha, 14 days; Degwombah, 5; Sansaneemango, 5; Koomfiela, 15; Boosmah, 7; Manee, 3; Imboolee, 10; Timbuctoo 5; in all, 73 days.

"4.—It is a curious fact, that the hypothesis which favours the discharge of the waters of the Niger into the Nile of Egypt, should be in some measure confirmed by Wargee without his being led to this point further than (when he stated the course taken by the rivers Barneel and Quollah to run in a contrary direction; the former from W. to E. and the latter from E. to W.) his being asked if he knew where they each disembogued. He stated he heard that the Quollah entered into the sea to the westward. Of the Barneel he spoke as flowing from Sego, to Sansanding, to Jinne, to Tim-

buctoo, and thence through several countries he had not visited ; then, leaving Houssa to the southward, it passed through Turicak, (being the same river he had crossed within one day's journey of Agades, on his route from Mourzook to Kano,) and thence to Habesh, and before it arrived at Masr (Cairo) it formed a junction with the Nile of Egypt.

" The report made to Mr. Hutchinson, when Resident at Ashantee, by the Moors there, was, ' that the Quollah was the Niger, and the Niger the Nile of Egypt ; that they, the Moors, knew it by that name from Jinne to a far way in the country of the Arabs, where it assumed the name of Bar-al-Nil ; whence, having received many tributary streams, it passes Masr, Grand Cairo, and disembogues itself into the Bar-al-Nil, Mediterranean, or Askandree.' Wargee was repeatedly questioned on this point, but seemed perfectly clear in his conviction that they were different rivers : he never heard the river called at Jinne by any other name than the Barneel.

" 5.—Sept. 30.—Wargee's account relative to the setting in of the rains at Timbuctoo, was given some time since. When again questioned on the subject, he said, that from his leaving Timbuctoo to his arrival at Salagah was 7 moons ; his stay at Salagah 3 moons and 10 days : journeying thence to Coomassie, 14 days ; stay at the village, 4 days ; at Coomassie, 25 days ; journey from Coomassie to Cape Coast, 21 days ; since his arrival, in which he was correct to a day, 4 moons and 10 days ; making 17 moons. This will make his departure from Timbuctoo to have been about the 10th of June. Leo, I believe, states the Niger to be inundated in July and August.

" 6.—He neither heard of any White man having been at Timbuctoo, nor of any having been seen on the Barneel ; but he asserts that about three years ago, when he was upon one of his excursions from the vicinity of Kano, he arrived at a place called Lahoorpoor, on the banks of the Quollah : he saw a crowd collected, and inquired what was the cause ; was told that two White men had been brought there, who had been cast away. The river being very rapid as well as

rocky in this place, the boats struck on one of the rocks : some of the natives, seeing this, swam off to plunder ; but the head man of the place sent some people to their assistance, and got their things restored. The whole of the people were kind to them, particularly the head man, in whose house they lodged, and who gave them fowls, &c., and a girl to wait on them. He was in the room in which they were, but could not talk to them ; saw no books or papers. Whilst he was there, a large hair trunk was brought in : it was carried on a pole on the shoulders of two men : saw also a bundle, which he thinks contained bedding. The two men were quite White : one appeared about thirty years of age, the other a few years older : they wore green coats and woollen caps striped blue and white ; they also wore gaiters, which he described by wrapping the skirt of his coat round his leg, and pointing to buttons ; and had dirks or daggers. Several were shewn to him, but the one he fixed upon as being similar, is a short dirk, about fourteen inches, with no guard : what they wore, he said, were like that, but with guards, about four inches (which he shewed by placing his finger across the dirk), with body belts. He only remained at La-hoorpoor two days, then crossed the river and proceeded to Laooree, which is only half a day's walk from its banks : never heard any thing of them after that time, neither did he learn from whence they came. He did not again visit La-hoorpoor, which is in the territory of Ganaganah."

## P.

## COLOMBIA.

**1. *Extract from a Report of the Ministry of the Interior for 1823.***

THE following are extracts from a Report of the Ministry of the Interior for the year 1823, presented to the Congress of Colombia:—

*“ Liberty of the Slaves.*

“ The law of the 19th of July of the year 11, which gave liberty to all the new-born offspring of Slaves, which abolished the traffic in Negroes, and established committees of manumission, has been executed throughout the Republic. In December of the same year, being the term fixed by law for liberating such Slaves as the funds appropriated for this purpose were competent to redeem, several received their liberty, blessing the Legislators of Colombia who had granted them such happiness. The number liberated last December was still greater; and the Government entertain well founded hopes that the funds will annually increase.

“ It seems that in certain provinces of the Republic an apprehension exists, that by the gradual extinction of slavery, the productions of the soil and the working of the mines will be diminished. This is an event that may happen; but it is unquestionably a minor evil to the inhabitants of those provinces, compared with that of living amidst a volcano, ever ready to explode with dreadful effect: it is better that their agriculture and mines should suffer partial ills, to which gradual remedies may be applied, than, by continuing the former personal slavery, insensibly heap up combustibles for a terrible conflagration. It is well known that in this particular our legislators have been animated by the most profound foresight and justice.

*" Liberty of the Native Indians.*

"The greater part of the civilized Indians of Colombia have ever been, and indeed still are, a thoroughly degraded class. They have been reduced by the Spanish law to a perpetual apprenticeship; and it may with truth be said, that they were the slaves of their clergy and alcaldes. Both the one and the other were in the habit of ordering them to be publicly scourged, whether old or young, and for the most trifling faults. Thus they lived depressed and in subjection; their physical and moral energies utterly lost. Reduced to cultivate their lands in common, they felt no interest in improving them; and, with no other desire than that of vegetating in their villages, they passed their lives in misery, and were scarcely able to pay their annual tribute, from six to nine dollars, which the law demanded from all males between the age of 18 and 50.

"The first general congress, well acquainted with the condition of the Indians, and desirous of extending to them the political and civil rights of citizens, sanctioned the law rendering all Indians equal in privileges with the rest of Colombia; suppressing the tributes and bodily labour introduced among them through abuses; and providing for a division of the common lands, in perpetuity, within the space of five years."

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*2. Extract of a Letter from the Caraccas.*

"April 1, 1824.

"You very justly anticipated the pleasure I should receive from Mr. Buxton's motion. I was delighted with the eloquence of his speech and the solidity of his argument; and the subsequent insurrection at Demerara is only another proof of the effects of the present system. I observe, however, that the enemies of emancipation attribute it to that motion, while they wish to persuade the public that the Slaves are satisfied with their condition!! A man under the lash of the whip will effect many things to escape it; but if a series of insurrections, or attempts at insurrections, be evidence of their discontent, nothing can be better proved.

“ I see no plan to get over the difficulty so effectually as to declare all who are born after a certain day free, but to remain on the estates as apprentices to husbandry until they are twenty-one; to have them taught to read and write, give them religious instruction, and encourage marriage. This would secure an agricultural population from habit and necessity, to cultivate the land as is the case here, where three-fourths of the labouring class are free, and earn about one shilling sterling a day in some parts, and sixpence in others. In crop time, in some places, wages rise to four rials a day: it depends a good deal upon the plenty or scarcity of labourers in different parts, and the price of provisions. All allow they do more work in a day than Slaves, and you have only the trouble to pay them every Saturday night. But I do not expect to see this plan effected, as it has been here, by the slave owners themselves, assembled in Congress, at the recommendation of the immortal Bolivar, who gave a great example by setting his own Slaves free without any conditions. He then leased out his estates, and they remained as free labourers upon them. The kings of Spain, with all their sins upon their heads, were too wise to allow the colonists to make laws for their Slaves; and those of Louis XIV. are of a very different complexion from those enacted by the colonial council at Martinique. I need not cite our own colonial codes; you are too well acquainted with them. I remember so late as the year 1786, to have seen a Negro gibbeted alive at Dominique for insurrection; but even after the peace of Amiens, the French planters at Martinique exercised the same cruelty of their own authority: a merchant settled there, imported the iron cages for the purpose. What an inducement this for the people of Hayti to submit to Louis XVIII!

“ The brave and enterprising Padilla is a Mulatto, and native of Carthagena. Few men have deserved better of their country.

“ The glorious victory gained by him over the Spanish squadron, commanded by Commodore Laborde, on the

Lake of Maracaibo in July last, and the subsequent storming of Puerto Cabello by General Paer, in November, completely cleared the Republic of the enemy's troops. We have ever since enjoyed perfect peace and tranquillity in every part of it; and agriculture and trade are increasing daily.

“The laws are every where obeyed, and religious opinions not interfered with, provided you treat with decorum the established worship. The emancipation law produces the best effects. The Slaves are contented with the prospect of their own eventual freedom, and the certainty of that of their children. Thirty-three were liberated out of the manumission fund at Bogota alone during the three days of the annual national holidays last Christmas. I have not seen returns from the rest of the Republic. Add to these the number born free during the year; and then let me ask, if the White population of this country has not an honester claim to their own liberty than any other in America, when they respect that of others without distinction of colour? We see in the senate, Colonel Pinango, an excellent officer, both of infantry and engineers, who is a member of that body, although he is a dark Mulatto. He is an enlightened man, and of the best character.—The British Commissioners and Consul-general were daily expected at Bogota, when I last heard from the Vice-president, 14th February. I hope they will settle every thing for the reciprocal benefit of both countries.”

## SUPPLEMENT.

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**AFTER** the Report and the Appendix were in the press, there was laid on the table of Parliament, by his Majesty's command, a further set of Papers relating to the Slave Trade; of the material parts of which it is thought right to communicate, without delay, a brief abstract to the Members of the Institution.

### SPAIN.

On the 23d of November, 1823, Sir William à Court addressed a note to the Spanish minister, to the following effect:—

“The undersigned, &c. has received orders to bring to the knowledge of the Spanish government, that a practice has been discovered to exist in the West Indies, of decoying away the young Negro apprentices from the several British islands, and selling them afterwards as Slaves. This inhuman practice has been carried on, principally, by Spanish subjects, from the island of Puerto Rico; to which place several young Negroes have lately been conveyed, and sold, after having been decoyed away from the British island of Tortola.

“The undersigned is instructed to request, that orders may instantly be sent out to the governor of Puerto Rico, to cause all Negro apprentices, thus carried away, to be given up on application from the proper authorities, and to take measures for putting an end to a practice so revolting to humanity.”



To this note the Spanish minister, on the 16th of December, 1823, replied as follows :—

“ His majesty being apprised of the contents of this note, has commanded me to inform you, that, although it is for the authorities of the British islands to remedy this abuse, as you are aware, since they ought to adopt every necessary measure to avoid the enticement of the young Negroes, and to take every step their prudence may suggest to prevent it within their jurisdiction; nevertheless, his majesty, willing to accede to the desires of the British Government, has commanded the proper orders to be issued to the governor of Puerto Rico, to use his endeavours that no such causes of complaint may exist in future: and I have this day made a communication to that effect to the minister of war.”

On the 31st March, 1824, Mr. Secretary Canning thus writes to Sir William à Court :—

“ I furnish you with a copy of a communication received by the Admiralty, from Captain Sir Thomas Cochrane, giving an account of importations of Slaves taking place in the Spanish colony of Porto Rico, to the extent of from eight to ten cargoes in the course of the year.

“ You will take an early opportunity of bringing the attention of the government of his Catholic majesty, to this glaring infraction of the engagements which his majesty has solemnly contracted, for the abolition of the Slave Trade throughout his dominions.

“ You will urge that such orders shall be sent out, without delay, to the colonial authorities of Spain in the West Indies, as shall be calculated to put down, effectually, the practice which is detailed in the accompanying papers.”

The correspondence of the Commissioners of the Mixed Commission Court at Sierra Leone contains details respecting four vessels under the Spanish flag, which had been detained for adjudication, and the cases of which involved some legal difficulties; but it is unnecessary to enter into particulars.

Messrs. Kilbee and Jamieson, the Commissioners at the

Havannah, in a letter to Mr. Secretary Canning of the 16th April, 1823, state as follows:—

“ Since the date of our despatch of the 27th of February, we have not observed that any vessel has entered this port under circumstances which would induce a suspicion of its being engaged in illicit Slave-trade; but we have heard it reported that two Spanish Slave-ships have lately been captured to the eastward of Matanzas by an insurgent privateer, and that their cargoes have been sold on that coast.

“ The new Spanish Penal Code is to be in force throughout this island from the 21st instant. We have the honour to inclose a translation of the article which regards the illicit traffic of Slaves. The penalties denounced against the captains, supercargoes, and masters of vessels, both Spanish and foreign, who shall import Negroes into the Spanish dominions, or, in the case of Spanish vessels, which shall be found with Negroes on board,—are, the forfeiture of such vessels, and ten years’ hard labour at the public works. The Negroes are to be declared free, and are to receive 100 dollars each, provided half the value of the vessel be sufficient for that purpose; if not, such half is to be equally divided amongst them. The purchasers of Negroes, thus illegally imported, are subject to the forfeiture of such Negroes, and to a fine equal to the price paid for them: the half of which fine is to be delivered to the purchased Negro.

“ It would have been desirable that some reward should have been offered to any person informing against such illegal importation of Negroes, and the purchasers of them. It is true that the Negro himself, as the law now stands, has a two-fold incitement; namely, his own liberty and the half of the fine; but for a long period after his arrival here, he will be too ignorant to avail himself of the provisions of the law, and after the lapse of many years he will find it very difficult to prove the time of his importation.

“ But, however vigorous and perfect the law may be, we are warranted, by the experience of nearly four years, in stating—that it will prove, like the present, to be a mere

dead letter, unless greater activity and energy than hitherto, shall be manifested by the local government upon this interesting subject. A short summary of the result of our experience will, we trust, prove the justice of this opinion.

“At the period of our arrival, in the year 1810, the Slave Trade to the north of the Line was illegal; and although it was a matter of notoriety, that many, if not the greater number, of the slave-vessels which entered this port, brought their cargoes from the northern coast, yet we never heard of any step having been taken by the Government to punish those infractions of law and treaty, to prevent their repetition, or indeed to investigate the matter at all.

“On the 30th May 1820, the term expired which was allowed by treaty for the clearing out of the Spanish slave-ships for any part of the coast of Africa; and yet several vessels have since that period cleared out publicly for that coast ‘with effects for the Slave Trade.’ The publicity thus given to the object of their voyage was indeed subsequently put a stop to, but, till very lately, vessels continued to sail for the coast of Africa, without specifying for what particular branch of commerce, although it is well known that it could be but for one purpose.

“On the 30th October of the same year, the term finally expired for the admission of Slave-ships from the coast of Africa into the Spanish dominions; yet numerous vessels have been admitted since that date, generally upon the plea that they had cleared out in lawful time, and had not had sufficient time to complete their voyages, although many of them were foreign vessels, belonging to powers which had abolished the Slave Trade, and which, therefore, had no lawful time for clearing out.

“At length the Government at Madrid issued orders, which were received here in November 1821, that no more slave-ships should be admitted, and that the stipulations of our Slave-trade treaty should be strictly carried into effect.— Since that time, indeed, no slave-ships have actually been allowed to enter this port; but the most open contraband

trade has been carried on. Vessels land their cargoes on the coast, some even at the mouth of the harbour, and then come in, in ballast, professedly from the Danish island of St. Thomas. The greater part of them are French; but many of them are Spaniards, notorious Slave-traders, and some of whom had publicly cleared out from hence for the coast of Africa, after the legal time, with effects for the Slave Trade; and they are thus allowed to enter without any examination whatever, although no doubt can be entertained of the nature of their voyages. Indeed the persons engaged in this traffic at length became so bold, from the impunity with which they were suffered to carry on their dealings, that, within the last eight months, they ventured publicly to expose their newly imported Negroes for sale at the depots here, which were used for that purpose, previous to the Abolition;—but this has been put a stop to.

“It is quite impossible for us to form any correct calculation as to the extent to which this illicit trade has been carried on; but there can be no doubt, that it has been very considerable. The extensive coasts of the island afford great facilities, as well as the numerous out-ports, into which we have good reason to believe that, at least until very lately, Slave-ships were admitted, and allowed to dispose of their cargoes without any difficulty.

“Latterly indeed, the traffic has not been so brisk; but this is principally to be attributed to the present depressed state of commerce and agriculture in this island;—and we do not yet see any reason for altering the opinion we gave in a former despatch to the late Marquess of Londonderry; namely, that, but for these temporary causes, the Slave Trade with this island, would at this moment be as brisk and extensive as during any period whatever.”

This letter is followed by various others, giving an account of the sailing and arrival of fourteen different vessels engaged in the contraband Slave-trade; but with respect to which the representations of the Commissioners appear to have been of no avail. The last letter is dated 12th January,

1824, and contains the following painful intelligence; one of the fruits of the subjugation of Spain by France.

"Since the fall of the constitutional system, the new penal code, framed by the Cortes, has been declared null and void, and, consequently, the decree of his Catholic Majesty, of December, 1817, respecting illicit Slave-trade, is again in force. This decree is conceived in very vague and loose terms, and is likely to become again, as it was formerly, a mere dead letter. It is not possible, in a country like this, to point out an effectual remedy for the evil of illicit Slave-trade; but, if a revision of the law now in force should be in contemplation, I venture to recommend strongly the expediency of granting to any person who shall denounce such illicit traffic, a liberal reward, to be recovered by summary means, from the property of the importer and possessor of Negroes illegally imported; and I think that the *onus probandi* of the legal importation should rest with the possessor of the Negroes, as, for this, it will be merely requisite to present the papers with which, according to law, all Negroes are or ought to be sold."

In consequence of this suggestion, Mr. Canning, on the 6th April, 1824, desired our Ambassador to make corresponding representations to the Spanish Government.

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#### PORTUGAL AND BRAZIL.

The Slave-Trade Explanatory Articles, by which ships having had Slaves on board, though they may have been disembarked, are liable to detention and condemnation, have been ratified by the Court of Lisbon.

The number of Slaves imported into Maranhão in the year 1822, was 2648, besides 165 who had died on the passage. The number imported into Rio de Janeiro, in the year 1823, was 18,922, besides 1388 who died on the passage.

Much of the correspondence of the Brazilian Commissioners is occupied with a discussion respecting an English vessel, the *Christophier*, Captain Doyle, which was employed,

without doubt most illegally, in removing twelve Slaves from Bahia to Pernambuco.

The result of the discussion has been a decided condemnation of the practice. Various infractions of the Abolition Laws are also adverted to, particularly the introduction of Slaves into the Brazils by ships under foreign flags; and also the admission of Portuguese Slave-ships to entry, though coming from prohibited parts of the coast; but the representations of the Commissioners seem to have been attended with little effect.

The communications from Sierra Leone are chiefly occupied with the discussion of three Portuguese cases of some intricacy, into which it will not be necessary to enter. The Commissioners, in a letter, dated June 8, 1823, bring forward some disgraceful instances of the abuses practised by the Brazilian authorities, in overrating the tonnage of vessels engaged in the Slave Trade; so as to enable them, with the appearance of legality, to carry a much larger number of Slaves. The following are examples.—

“Schooner Nova Sorte; tonnage as stated in her passport,  $141\frac{1}{2}$  tons; as stated in the certificate of admeasurement,  $141\frac{1}{2}$  tons; authorised to carry 353 Slaves: tonnage, as stated in the receipt for light dues,  $84\frac{1}{2}$  tons; difference of tonnage,  $57\frac{1}{2}$  tons; excess of Slaves, 142 Slaves. This vessel was admeasured by order of the Mixed Court: she was found to admeasure 83 tons and  $15\cdot94$ ths of a ton, English.

“Schooner Conceição; tonnage, as stated in her passport,  $167\frac{1}{4}$  tons; as stated in the certificate of admeasurement,  $167\frac{1}{4}$  tons; authorised to carry 417 Slaves: tonnage, as stated in the receipt for light dues, 108 tons; difference of tonnage,  $59\frac{1}{4}$  tons; excess of Slaves, 147 Slaves.

“Schooner Lisboa; tonnage as stated in her passport,  $118\frac{1}{4}$  tons; as stated in the certificate of admeasurement,  $118\frac{1}{4}$  tons; authorised to carry 295 Slaves: tonnage, as stated in the receipt for light dues, 92 tons; difference of tonnage,  $26\frac{1}{4}$  tons; excess of Slaves, 65 Slaves. This vessel had, when detained, 336 Slaves on board.

“Brig Comerciante; tonnage, as stated in her passport, 245 tons; as stated in the certificate of admeasurement, 245 tons; authorised to carry 612 Slaves: tonnage, as stated in the receipt for light dues, 162 tons; difference of tonnage, 83 tons; excess of Slaves, 207 Slaves.”

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#### NETHERLANDS.

It is gratifying to observe in these Papers proofs of increased vigour and activity on the part of the Netherlands Government, and of its Colonial Representative at Surinam, in the suppression of the Slave Trade.

*Extracts of Letters from J. H. Lance, Esq., Commissioner at Surinam, to Mr. Canning.*

“May 11, 1823.

“I beg leave to inform you, that the schooner Snow, captured by the Netherlands sloop-of-war, the Kemphaan, was condemned as prize on the 6th instant.

“Inclosed I have transmitted an abstract of her case.

“One of the Negro women taken in her died since her arrival, and after she had been landed in this colony: the remaining Slaves, forty-nine in number, have received their certificates of freedom, and have been placed by the Governor under the care of that very useful and respectable religious body, the Moravians; to the end that, when sufficiently instructed in the truths of the Christian religion, they may all be baptised; after which, it is the intention of the Governor to employ them as free labourers.

“I am sorry to be under the necessity of informing you, that one of the sailors found on board the slave-schooner, named William Askens, is a British subject; having acknowledged himself to be one, in two examinations which he underwent. Such being the case, immediately after the condemnation of the schooner, I conceived it to be my duty to claim the above-mentioned William Askens of the Governor, for the purpose of having him sent by the earliest opportunity to some British settlement, with a copy of the sentence

of the Mixed Court here, and of such parts of the examinations as affect him, that he may take his trial under the Act 51 Geo. III. c. 23, for being engaged in the Slave Trade.

“ His Excellency the Governor, after some consideration, in a conference which I had with him, admitted my claim, and kindly agreed, not only to lend me his assistance in keeping William Askens in safe custody, until an opportunity should occur, but to afford me the means of sending him to one of the British settlements.”

“ June 8, 1823.

“ I am sorry to say, that in the memory of the oldest inhabitants, the colony never was so sickly as it is at present. An epidemic fever, accompanied by a violent cough, has spread so rapidly both in the White and Black population, that there is scarcely an individual in the largest families not affected : most of the houses in the town are shut up ; the public offices are closed, and the streets are empty. I am also informed, that on a considerable number of the plantations, all the works have been stopt, the greater part of the Negroes being in the hospitals.”

“ July 20, 1823.

“ In consequence of some reports which reached me the beginning of this month, of two slave-ships being in the river Surinam, I proceeded in a boat to the spot where I had been told they were, for the purpose of ascertaining as far as possible the truth of the report, before I called upon the Governor to put in force the laws of the colony against any importation of African Negroes. When I arrived at the place, I found no trace of any such vessels ; I have since spoken with the Governor on the subject, and he informed me that a large vessel under French colours, laden with Slaves, and bound from Guadaloupe to Cayenne, had put into the river for water and provisions about the time I mentioned ; that he had caused a strong detachment of military to be put on board, who did not leave her till she was fairly out at sea ; that he had not allowed a single Negro to be landed, and had made the captain pay 100 guilders a day as long as he remained ; which was only three days, and that he had



himself examined her papers, which were perfectly correct, or he should have seized her."

" August 2, 1823.

" In consequence of some reports which I had heard, I waited on the Governor, and presented him the following note.—

" Mr. Lance, believing his Excellency to be actuated by a sincere desire to put an end to the abominable traffic in Slaves, wishes to draw his Excellency's attention to some facts relative to their importation into this colony.

" From what has fallen under Mr. Lance's observation publicly in the streets, he has strong reasons for believing that a clandestine importation of Slaves still continues. Mr. Lance has frequently seen Negroes who were evidently new, conducted about the town for sale. Mr. Lance has also reason to believe that there is in Paramaribo more than one yard set apart for the reception of fresh imported Negroes; and, moreover, that there are at the present moment a great number of newly imported African Negroes for sale on a plantation in the river Surinam, called Bellward.

" Ignorant as Mr. Lance is, how far his Excellency's authority extends, in entering private yards for the purpose of searching for newly imported Negroes, when the vessel which brought them into the colony is not known, or of seizing and emancipating them when found, it is impossible for Mr. Lance to suggest any course to be pursued by his Excellency; yet, situated as Mr. Lance is, he feels it to be his duty to direct his Excellency's attention to the above circumstances, as being too notorious to be passed over silently, not doubting but that his Excellency will do his utmost to put an end to the evil, which must be regarded as a most glaring infraction of the treaty now subsisting between the two governments.'

" His Excellency, after reading it with great attention, observed to me, that, under these circumstances, the best thing to be done was to have a search: to which I immediately assented; adding, that the sooner it was made the more chance there would be of making discoveries. His Excel-

lency expressed a determination of going himself to inspect the plantation which I had pointed out as the depot for newly imported Negroes, and made me an offer to accompany him. I replied, that having come with the intention of accepting such a proposal if offered, I was perfectly ready to accompany his Excellency immediately; and that I considered the promptitude with which his Excellency decided to act upon my information, as a most convincing proof of the sincerity of his Excellency's previous declarations to me, and of good faith on the part of the Netherlands Government. For a full detail of the further proceedings of that day in which I was engaged, I beg to refer you to my report inclosed, which I drew up yesterday at the request of the Governor. I wish to add, that, in the interval of time while waiting till the boat was made ready, his Excellency informed me, that he had full power to seize and detain any new Negroes, conducted about the town for sale in the manner mentioned in my note; that he should consider the not being able to speak the usual Negro language of the colony, or any European language, as a sufficient proof that they were newly imported Africans; that the fact had never come under his own observation; and that he should feel much obliged to me if, the first time I saw such a circumstance, I would inform him immediately, and he would take care to follow it up properly.

“ For an account of the proceeding instituted by his Excellency, upon the information afforded to him by the Government Secretary and myself, on our return to town, and also upon discovering that the Negroes whom we had seen, had been clandestinely removed, previous to the arrival of the persons he had sent to apprehend them, I beg to refer you to the inclosed proclamation, of which I also send a translation. It was made too late yesterday to appear in the Courant of to-day; but it will, I understand, be inserted in the Courant of Monday next, the 4th instant. In this state the matter rests at present, and I shall not fail to give you early information of what further steps are taken, in bringing the business to a conclusion.

"I cannot close this despatch without expressing to you the high sense I entertain of the readiness and alacrity displayed by the Governor in the whole affair; as, without the very prompt assistance which he afforded, I am convinced my exertions would have been entirely fruitless. The sensation which it has created in the town, and the consternation into which it has thrown those persons who are reported to be engaged in the Slave Trade, are such, that it will, I have very little doubt, tend, more than any event which has hitherto taken place, to repress that infamous traffic."

"September 20, 1823.

"On the 10th instant, a large brig, called *La Légère*, with 354 African Negroes on board, was brought into this port, under the following circumstances, which I learnt from Captain Rich, of his Majesty's ship *Ringdove*.

"On the 7th instant, Captain Sir Thomas Cochrane, of his Majesty's ship *Forte*, in company with Captain Rich, discovered her at anchor off the coast of this colony, without any colours. Upon a signal being made for her to shew her colours, she immediately cut her cable and endeavoured to escape; but finding that impossible, she hoisted the French flag, and struck it again to Captain Rich at the same instant. As soon as she was boarded, the captain (a Frenchman) declared at once, that he knew he was a good prize, and should, therefore, not attempt to conceal any thing. He informed Captain Rich, that his supercargo had landed, and been in Paramaribo for three days, looking for a market; and if he could not succeed here, it was, he said, his intention, however absurd, to go on to Berbice and Demerara, and try to dispose of the cargo there.

"Under these circumstances, Captain Sir T. Cochrane detained her, and dispatched Captain Rich to Paramaribo, to give her up to the authorities here. Although this was a case clearly not within the jurisdiction of the Mixed Court, I thought it right to see his Excellency the Governor on the subject: and I was gratified to find that he had agreed to receive her as a vessel taken in the act of attempting to vio-

late the decrees of the King of the Netherlands ; and a force was accordingly dispatched to take possession of her, and bring her into this port, where she is now laying for adjudication by the Fiscal.

“ The captain and one of the officers of the brig (neither of whose names have I been able to learn) have been put in close confinement.

“ The Negroes have all been landed ; and I understand from his Excellency the Governor, that, as soon as the Fiscal shall have given judgment, it is his Excellency’s intention to apprentice them out to different persons, as free Negroes, according to the method pursued in the British colonies with Negroes brought in there, since the abolition of the Slave-Trade.”

“ February 4, 1824.

“ In reference to my despatch of August 2, 1823, and the inclosures therein contained, I have now to request your attention to the singular circumstance, that six months have elapsed, and no intelligence whatever has been gained of the sixty-nine newly imported African Negroes, whom I, in company with the Government Secretary, saw upon a plantation, called Bellward, in the river Surinam.

“ The prosecution of the whole affair, after the first discovery, rested with his Honour the Fiscal ; and the conduct of that officer in this business has been such as to impress me with a very unfavourable idea of his sincerity in enforcing the decrees of his Majesty the King of the Netherlands for abolishing the Slave Trade. That I may not be thought to have formed this opinion upon insufficient grounds, I will detail the circumstances of the case.” (These are omitted.)

“ I am happy to be able to add, in reference to my note to his Excellency the Governor, inclosed in my despatch of the 2d of August, that a complete stop has been put to selling newly imported Africans publicly in the streets ; nor do I believe that any depot for their reception exists at present in the town ; and, though the importation may still possibly continue, it must be at a great distance from the town, and of a comparative limited extent.”

“ February 16, 1824.

“ In reference to my despatch of the 20th of September of last year, I have now the honour to inform you, that the French brig *La Légère*, with 353 Slaves on board (stated by mistake at 354 in my former despatch), detained and sent in by his Majesty's ship *Forte*, Captain Sir Thomas Cochrane, on the 9th of September last, was, after a very long investigation before the Fiscal and Court of Policy and Criminal Justice, acquitted of the intention of smuggling the Slaves into this colony, and was accordingly restored to Jean Marie Bled, the supercargo, and Pierre Pousin, the captain, upon payment of all the legal and other expenses incurred here ;— the being found at anchor off this coast, with provisions for forty days on board ; the endeavouring to escape ; the supercargo being on shore for three days, and coming to town for fresh provisions only ; and the declaration of M. Pousin to Captain Rich at the time of the capture ; being all considered as insufficient evidence of such an intention, so as to bring her within the decrees of his Majesty the King of the Netherlands.

“ Such being the case, his Excellency the Governor determined upon sending her to Martinique, under escort of the Netherlands sloop-of-war, the *Kemphaan*, there to be delivered up to the French authorities ; and, in pursuance of such determination, the Slaves were re-embarked on the 6th ultimo, and the vessel was ordered to sail as soon as possible.

“ On the 8th, she got under weigh ; but, in proceeding down the river, accompanied by the *Kemphaan*, ran aground between the town and Fort Amsterdam. The captain of the *Kemphaan* immediately dispatched an officer with some men to give the requisite assistance in getting her afloat again. The officer, on going on board, found that the supercargo and M. Pousin had absconded, and acquainted the captain of the *Kemphaan* with that circumstance ; who, thereupon, reported it by letter to the Governor, and requested to know whether he should still carry the brig to Martinique, and whether any fresh instructions were necessary.

“The Governor instantly decided, that the absence of the supercargo and M. Pousin was not of sufficient importance to prevent or delay the intended voyage; and, therefore, ordered the captain to proceed with his charge forthwith: but shortly after, hearing a report that all the Negroes had been again disembarked and carried away, his Excellency dispatched an officer on board to learn the truth, who, upon his return, brought the information, that only fifteen Negroes remained in the brig; the others having been smuggled out of her in the most daring manner, while she lay under the guns of Fort Zeelandia on the one side, and within musket-shot of the Kemphaan on the other.

“Upon the receipt of this intelligence, the Court of Policy and Criminal Justice was immediately summoned, and the inclosed proclamation was issued, ‘prohibiting all persons from concealing the Negroes, and offering a reward of ten thousand guilders to whoever would give information, so as to apprehend and convict the persons guilty of carrying them away;’ and the Governor, by another proclamation, ‘in order to take away all means by which the supercargo and captain, together with part of the crew of the brig, might escape, by clandestinely leaving the colony,’ laid an embargo upon all vessels then in this port, or which should arrive afterwards, except the Dutch merchant ships, which, nevertheless, were to be subject to all such searches as should be deemed proper.

“Troops were also dispatched to the mouths of all the rivers and creeks communicating with the sea, with orders to arrest every boat or canoe proceeding out to sea; and the reputed agent and consignee of the brig, a Mr. Richard O’Ferral, junior, was placed in close confinement in the fort.

“In consequence of all these measures, his Excellency very soon obtained information of the place where the Negroes were concealed; which he no sooner ascertained, than, having stationed a number of armed sloops in different parts of the river, so as to preclude the possibility of any boat or canoe passing for the purpose of giving the alarm, he dia-

patched a strong detachment of troops, who arrived near the place where the fugitives were all encamped in huts hastily erected, about four o'clock in the morning of the 13th, (it being in a part of the bush near the mouth of the Surinam river, called Younkerman's Creek,) and, having surrounded the whole, succeeded in taking them into custody, together with the supercargo, and a White man from Martinique, who had been on board the brig, and one of the sailors, without any resistance or accident. Indeed, the Negroes were so well satisfied with the treatment they had experienced during the time they had been here, that they hailed the soldiers as their old friends; and the supercargo and the sailor, the only persons who were prepared for, and most probably would have made, resistance, were disarmed and secured while sleeping.

“The anxiety of the Governor for the success of the undertaking was so great, that he went in person to the spot, and superintended the whole business.

“The Negroes were all then conveyed to town: and the past events having set at rest all doubts concerning the intention of smuggling them into this colony, the brig was immediately taken possession of by the Government; the Negroes were declared free, and all the White people concerned in carrying them away were placed in confinement, where they still remain awaiting the decision of the Court.

“The conduct of the Governor throughout this whole affair has been such as to evince his sincerity in executing the decrees of the King of the Netherlands against the Slave Trade; and I firmly believe that it is wholly owing to his individual exertions, made too at a period of the greatest family distress, from the death of one of his sons, and the severe illness of a daughter, that the recapture of the Negroes was effected; and this most barefaced attempt at setting his authority and the laws at defiance, met with the reward it merited.

“You will observe by the inclosed proclamation by which the embargo is taken off, that only 269 Negroes are mentioned as being retaken. This is accounted for by the cir-

cumstance that 44 of the original number had been in the hospital, and never were re-embarked on board the brig; but had been secreted by the consignee, and a false certificate given to the Fiscal of their having been taken on board. The person having them in charge, finding the danger he ran in harbouring them, delivered them up to the Fiscal the day after the first proclamation.

“ It has been ascertained that the captain of the brig took two Negro girls with him when he left the vessel, who have not yet been discovered; that one Negro died in the bush during the time of their concealment, and 22 died in the hospital since their arrival, which, with the 15 left on board, make up the original number of 353.

“ The embargo was continued some days longer, in hopes of retaking M. Pousin, but no intelligence was gained concerning him; and, most probably, he has effected his escape.”

An account is given in the correspondence respecting 22 Slaves, imported into Surinam by an Englishman, *Charles Beverley*, of whom 19 were recovered, and obtained their freedom. On Beverley, the Fiscal imposed the too slight punishment of nine months' imprisonment.—The subject of a Registry Bill for Surinam is also alluded to, and preparations are said to be making for putting it in force in that colony.

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#### FRANCE.

The information contained in these papers, respecting the French Slave-trade, has been chiefly anticipated. A few facts, however, may still be gleaned from them.

#### *Extracts of Letters from Sir Charles Stuart to the Vicomte de Chateaubriand.*

“ May 28, 1823. ”

“ The doubts which have been manifested respecting the frequent infractions of the law for the abolition of the Slave Trade, compel me to justify the authority upon which the statements I have had the honour to transmit to the French government upon this subject have been founded, by placing



before your excellency the accompanying copies of a letter from the Governor of Sierra Leone, and of the deposition of an European inhabitant of that settlement; which indicate not only the continuation, but the increase of this abominable traffic.

“These papers shew that the trade is now carried on to a greater extent than at any former period; that no less than fourteen French vessels have completed cargoes of Slaves at the Gallinas, within the short space of four months; that every port along the coast, not actually in the possession of Great Britain, is frequented by vessels under French colours employed in this trade; and that their undertakings are encouraged by the natives, under the persuasion that the trade is lawful, because the respect due to the flag of France causes the British cruizers to allow it to be carried on with impunity.

“In making known to the French government such glaring instances of the employment of French capital, and of the extensive protection afforded to this traffic by his most Christian majesty's flag, I am instructed to acquaint your excellency, that the reliance of my Government upon the solemn assurances of his most Christian majesty, nevertheless, induces the King's Ministers to look forward to the due fulfilment of the promises contained in the communications which have been repeatedly received from Paris upon this subject, and to expect the adoption of measures which shall vindicate the French flag from dishonourable imputations, by applying to the pursuit of a traffic prohibited by the French laws, and pronounced by the world to be a disgrace to humanity, a punishment, in some degree, proportioned to the offence.”

“May 30, 1823.

“My communication, enumerating the infractions of the French laws on the coast of Africa, had scarcely been forwarded to your excellency, when the letter from the British Consul at Pernambuco, which I have the honour to inclose, brought proof that the regulations which have been promulgated for the suppression of the Slave Trade, are equally evaded on the opposite shore of the Atlantic.

"Your excellency will observe, by the inclosed paper, that the cutter, the Trident, J. Borboreau master, was built at Martinique, and belongs to French subjects inhabiting that colony; that she sailed from the river Bonny with a cargo of 133 Slaves on board; and that, after a variety of contradictory falsehoods, the master was permitted to land his cargo for sale when lying in the harbour of Pernambuco, within a short distance of his most Christian majesty's ship the Hirondelle.

"In calling the attention of the French government to these circumstances, I cannot but earnestly press the execution of the laws, in a case to which the enactments of the French legislature, though insufficient completely to suppress the Slave Trade, undoubtedly apply."

*Letter from Mr. Consul Parkinson, to Mr. Secretary Canning, dated Pernambuco, March 21, 1823.*

"In addition to the information I had the honour to transmit, in my despatch of the 12th instant, relating to Le Trident, French slave-vessel, I beg to add, that she purports to be built at Havre, and registered at St. Pierre, in Martinique. Her burthen is seventy-five tons: the owner's name is 'Armand,' a resident in Martinique. Her crew consisted of sixteen individuals; two of whom left her when on the African coast, and two died on the passage. She is licensed in *due form* TO COAST (caboter): but on the margin of the license, a special permission to extend her voyage to the island of St. Thomas is signed by the port officer of St. Pierre. She made direct ~~for~~ Africa; and on quitting the 'Bonny,' where her Slaves were purchased, one hundred and eighty-one souls were contained within this wretched worm-eaten schooner of seventy-five tons.

"Of the Slaves she brought hither, twenty have been sold by permission of the Junta, in order to defray the expenses of refit, &c.; and urgent application is now making for their sanction to the sale of fifty more.

"One of the crew of this Slave-smuggler has recently become an object of official interest. Obscure as he is, and perhaps blameable, I have nevertheless felt it my duty

to step forward on his behalf, in order to resist what to me appears an undue assumption and exercise of authority, on the part of my colleague, the French Vice-consul.

"In order to be clear in my narrative, I must incur the risk of being diffuse. The man, 'Simon Lebera,' stands charged with having assaulted the mate of the Slaver; a charge which he reciprocates. The fray took place on the deck of the Slaver, then high and dry *on the shore* of this harbour, undergoing a repair of her bottom timbers. The parties, being separated, went on shore; and the sailor, walking away, was accosted by the consignee of the vessel, who, promising to shew him the way to the office of the English Consul, whither the man wished to go for redress, led him immediately to the French Vice-consular Office. The artifice having succeeded, the doors were closed, a guard sent for, no notice being given to me, no intervention of the police being asked; and without ceremony the man was sent on board the French sloop of war, L'Hirondelle, and put in irons, by an order from the Vice-consul.

"In the course of the evening, M. Lainé, the Vice-consul, called on me, and, in a general way, described some of the particulars; dwelling very particularly on what he termed the officious and insolent interference of the captain of the port, who had publicly reprobated his conduct, for abstracting from the established authorities of the country a person under charge of an offence committed within their jurisdiction. Having, at this time, no certainty of the sailor's right to any protection in my power to afford, which protection M. Lainé informed me was *claimed by him*, I proposed an investigation on the morning following; making no scruple, however, at once to characterize the manœuvre by which the man had been entrapped as unworthy and unwarrantable.

"The day following, I accompanied the Vice-consul on board the Hirondelle, and there found Simon Lebera ironed down to the deck.

"In good fluent English, the man assured me he had served on board his Majesty's vessel of war, the 'Surinam.' Cer-

tificates of service he had none, 'having lost them by shipwreck.' He further declared, that he had served in British merchantmen for many years. He stated himself to be a native of Cephalonia; and his statement has since been confirmed on oath by two Maltese sailors, now in port. The question of 'service' was thus rendered of less moment. It could not be doubted, that, as a native of the Ionian States, he was entitled to legitimate protection; and bearing in mind the 21st clause of my 'Instructions,' by which I am directed to 'afford the same protection and assistance to the subjects of the Ionian States as to the persons of his Majesty's subjects,' I claimed the liberation of the man, in order to his being handed over to the magistracy of the country, to be tried *here*, and punished *here*, if judged guilty of the offence laid to his charge; an offence committed not only within the harbour, but on the very shore of this country.

"My colleague was little disposed to retract. He threatened to send him in irons for trial *in France*, and expatiated largely on the universality of the magisterial powers vested in French Consuls and Vice-consuls, by 'les ordonnances du roi;' but eventually he gave way.

"On the day following (March 15), M. Lainé sent the man to the public jail; but down to this time no accusation whatever has been brought against him, whilst, on the other hand, several casual and impartial spectators of the quarrel have offered themselves as evidence *against the mate*. With the merits of the original dispute I have nothing to do; but, on general principles, I felt myself bound to resist the exercise of the Pernambuco police duties by a foreign consul, directly they touched the person of one of his Majesty's subjects.

"The master of the slave ship has had no reason to complain of having been received by his consul as a violator of the laws of France. He appears, in the official register as coming from Martinique with one hundred and odd *passengers*! The vice-consul has no 'official knowledge of the vessel having brought in Slaves;' and moreover, he has 'no instruction ~~how~~ to act in such a case.' In a state of equally

unfortunate and profound ignorance is the commander of the *Hirondelle* sloop of war. The circumstance of a French vice-consul and a commander of a French man-of-war, voluminously instructed as they are known to be on most points, being left without directions how to act against a daring violator of the laws of France, excites remark even here."

The reply of M. de Chateaubriand is to this effect.—

"Paris, June 17, 1823.

"I have received the two letters which your excellency did me the honour to write to me, relative to the circumstances which attended the entry and stay of the French ship, *Le Trident*, in the port of Pernambuco. I shall lose no time in obtaining particulars relative thereto. The king's government will take this matter into consideration, as soon as the information required shall have been received from the authorities, who have been directed to inquire into and report upon the subject."

It afterwards appears, that the *Trident* disposed of all her Slaves at Pernambuco, and, after undergoing a thorough repair, sailed on a fresh slave-voyage.

The list of ships fitted out from Nantz, inserted above in the Appendix, pages 103, 104, was communicated by Sir Charles Stuart to the Vicomte de Chateaubriand, on the 4th January, 1824. The Vicomte thus acknowledges its receipt on the 10th.—

"I have received the letter which your excellency did me the honour to address to me on the 4th of this month, together with the documents which accompanied it, relative to the Slave Trade. I have communicated them, without delay, to the minister of marine. The king's government is as anxious as that of his Britannic Majesty to contribute to the repression of this odious traffic. It will neglect no means within its reach, and which the laws permit the use of, to accomplish that object."

To that list of ships fitted out from Nantz, the following

are added by Sir Charles Stuart on the 3d of February 1824.—

The brig Diligence, to sail 10th February.	180 tons.
The brig le James, ready .....	160
The brig Gaspard, nearly ready .....	180
The schooner la Madeleine, do. ....	150
————Satyre, do. ....	160
————Name unknown .....	90
————L'Acteon, sailed 24th January .....	180
————Deux Amis, do. ....	160

To this farther communication the Vicomte's reply on the 12th February is,—

“ I have received, together with the letter which your excellency did me the honour to address to me on the 3d of this month, a statement of a number of French vessels which are supposed to be destined for the Slave Trade. I have forwarded a copy of the same to the minister of marine. Upon this subject, sir, I can only refer to what I have already had occasion frequently to reply to your excellency, with reference to this species of speculation ; and renew to you the assurance that the king's government feel no less interest than that felt by the British Government, to repress the same, and to take steps for the punishment of the guilty should they be discovered.”

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#### GENERAL INFORMATION.

A letter from the British Commissioners at Sierra Leone, dated 29th April 1823, affords reason to think that the Slave Trade had been in some degree checked on the coast. They say,—

“ To the northward of Sierra Leone we have not any intelligence of existing Slave-trade, further than some indistinct reports of shipments from Bissao, which may be supposed to have actually taken place ; inasmuch as the trade is always carried on at that settlement and at Cacheo in as great extent as the opportunities of exportation will admit.—Complaints continue to be made of predatory attacks on the

African towns in the vicinity of the Rio Nunez, for the purpose of supplying Slaves for those shipments. It is added, that these attacks are not only countenanced but often led by Portuguese subjects of the settlements just mentioned. A petty warfare was until lately carried on between Bateman and Pearce, two native chiefs descended from British Slave-dealers formerly resident on the Rio Nunez. The captives taken by both parties in this warfare were sold to the Slave-dealers of Bissao and Chaceo."

"We have much satisfaction in being enabled to state, upon the authority of information constantly received from sources upon the authenticity of which the fullest reliance may be placed, that no Slave-trade has existed in the Rio Pongos since the date of our last report,—nor, in fact, since the capture of the Spanish schooner Rosalia in that river, by Lieutenant Hagan, commanding his Majesty's brig Thistle, on the 9th of January 1822."

"We must, however, again repeat here the conviction expressed in our preceding report, of the expediency of causing this river to be visited occasionally, and even frequently, by his Majesty's cruisers, lest the traders, still new in the abandonment of the Slave Trade, and not yet confirmed in the pursuits of lawful commerce, should, through want of due superintendence, relapse into their former vicious pursuits.

"The importance of bestowing this attention will appear more clearly from the fact, that, during the short period, of abandoned Slave-trade, and growing legitimate commerce, that has elapsed since the capture of the Rosalia, the exports of African produce from the adjacent settlements of the Isles de Los have increased beyond all conception. Among these exports was a quantity of wax, which, although amounting only to five or six tons, is worthy of particular notice, as it is now, for the first time, made an article of industry and trade on the banks of the Rio Pongos. A larger supply may, consequently, be expected in future years. The other articles included in these shipments are hides (about 5,000), also recently, for the first time, exported,—and palm-oil, to the amount of 30,000 gallons,

collected from two of the islands, Tamara and Factory, and from an extensive range of country on the opposite coast. A quantity of ivory, not much exceeding one ton, was also included \*.

“In the range of coast southward from Sierra Leone to Cape Coast, the roads of Gallinas continue most prominently distinguished for constant and active Slave-trade. From the date of our last report, nearly until the close of the year 1822, rarely less than three vessels were to be found either at the anchorage in the roads, or moving about among the adjacent stations where Slaves might be found, or where provisions could be procured for the subsistence of the cargo of Slaves in the return voyage, or where wood or water could be most conveniently taken on board.

“It is also found that these movements are convenient for avoiding cruisers, and for keeping aloof from all vessels of unfriendly or doubtful appearance, until it can be ascertained whether they may be approached with safety.

“The flags generally found at the Gallinas actively engaged in the Slave Trade are, that of France principally, that of Spain in a less degree, and that of the Netherlands in a less degree still. The Spaniards are generally fearful of waiting for the collection of Slaves to form a cargo at a station so near to this colony; and they very rarely encounter the hazard. They prefer running at once to the great Slave-markets of Bonny and Calabar, if, on touching to inquire at two or three of the principal intermediate stations, such as Gallinas and Trade Town, they find that they cannot be supplied at once, which the state of the stock in the factories at those places will rarely admit.

“The vessels belonging to the Netherlands generally assume a French character.”

With respect to the neighbourhood of Sierra Leone, they observe, that “the introduction and establishment of the timber-trade, under the able direction of a few meritorious individuals, extirpated in a short time those vicious habits, turning the hands of the people to profitable labour, and

\* “The Rio Pongas sends supplies of rice to Sierra Leone.”



fixing their minds in the pursuit of virtuous industry which soon led to affluence."

"Nothing can afford so certain a security against the recurrence of an evil so appalling in its approximation to the colony of Sierra Leone, as the employment of this timber, or of a certain quantity of it, in the construction of ships in his Majesty's dock-yards, for which service it is particularly adapted. It is very naturally supposed that, if the timber shall once be known to be employed and approved in that service, it will grow into general estimation, and be introduced into general use in consequence."

"In that part of the African shore which extends from Gallinas to Cape Coast, we have reason to think that the Slave Trade has considerably diminished. The American settlement at Mesurado, although not possessing strength to impose any direct restraint, has, by its mere presence and object, a strong controuling influence; and the armed schooner employed in connection with it acts with a corresponding effect. No instance has occurred for a considerable time of a vessel being found on the coast engaged in the Slave Trade under the flag of the United States; and the American cruizers are extremely cautious of interfering, even by visitation, with vessels bearing the flags of other powers. The influence attending the presence of the American cruizers consists, therefore, simply in the view; but it may be of importance to know that, even in this sense, that influence is considerable.

"The legitimate commerce introduced on the adjacent coast by the settlement at Mesurado will, we may fairly hope, be speedily attended with the same auspicious results which have marked the progress of the commerce of similar character established at Sierra Leone, and at the other British settlements on the coast."

"Passing Cape Coast, we come at once to a region of unlimited Slave-trade, extending over the whole range of the Bights of Benin and Biafra, as far as the Equator. The traders are of all the nations engaged in the traffic, but principally Portuguese. It did appear immediately after Commodore Sir Robert Mends' cruise in the last year, that the

Portuguese Slave-trade was in a manner altogether transferred from the Bight of Biafra to the stations in the Bight of Benin. This transfer was supposed to have been made for the convenience of markets immediately adjacent to the shore, and of anchorage close to the markets, and with a view to facilities of escape far beyond those of the rivers of the Bight of Biafra, proved to be no longer inaccessible to the cruisers, as they were before conceived to be.

“ This information was communicated by Lieutenant Hagan, commanding his Majesty’s brig *Thistle*, and was, without doubt, correct at the time. Lieutenant Hagan visited the Bights in the month of June 1822, and the information was communicated on his return from that cruise. But on a subsequent visit by the other vessels of the squadron, it was found that the rivers Bonny, Calabar, and Cameroons, were still among the favourite haunts of the Slave-traders, and that Portuguese vessels were actively engaged in the trade in all those rivers, notwithstanding the extraordinary numbers under the Portuguese flag seen at the Slave-trading stations of the Bight of Benin.”

A report is annexed to this letter, made by an intelligent trader of Sierra Leone, who has intimate dealings with the Gallinas, which “ describes in minute details the vicious and depraved habits, and the abject wretchedness of condition; the injustice, oppression, and unfeeling cruelty, extinguishing all regard to the dearest ties of natural affection; the total neglect of cultivation, and the dependence upon the neighbouring countries for the common necessities of life; which are among the evils created by the determined pursuit of the Slave Trade at that station.”

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*Extract of a Letter from the Commissioners at Sierra Leone, to Mr. Canning, dated January 1, 1824.*

“ The number of cases adjudicated under the British and Spanish Mixed Commission, in the year 1823, was two. One of these cases was deemed to be a case for liberation; the other a case for condemnation.—Under the latter case, some

Slaves were decreed to be emancipated; but the number of these Slaves has not been ascertained, they having been landed in a sickly state at Cape Coast.

"The number of cases adjudicated under the British and Portuguese Mixed Commission, in the year 1823, was four. Of those cases, two were deemed to be cases for liberation, and two for condemnation.—Under the two latter cases, 199 Slaves were emancipated.

"There were not any cases of adjudication, in the year 1823, under the British and Netherlands Mixed Court of Justice.

"We beg leave to inclose a general list of cases adjudicated under the Mixed Commission to this date. You will perceive, Sir, that the number of cases adjudicated, during the past year, is six; the number of Slaves emancipated 199; that the total number of cases adjudicated since the establishment of the Mixed Commission, is 46, of which number five were cases for liberation; and that the total number of Slaves emancipated is 3,915."

Between the 5th July 1822, and the 5th of January 1823, 1254 Slaves were registered as emancipated. The number from the 5th January, to the 5th July, 1823, was 230. From the latter date to the 5th January, 1824, none were registered; but the case of about 300 was undecided.

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*Extract of a Letter from Sierra Leone, dated  
24th April, 1824.*

"THE BARR, on her way from Cape Coast, captured the celebrated slaver, Bon Caminho, with 334 Slaves: she is daily expected. We have three vessels, a ship, brig, and schooner, under Brazilian colours, lying here: they will be released, having no Slaves on board. The brig and ship are heavily armed. There has been a good deal of slaving at the Gallinas lately, the Cusso war supplying plenty of Slaves. The French Commodore is said to have taken two French and one Spanish vessel."

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Collyer Rev. W. B., D. D., Peckham .....				1	1	0
Comer Mr. William, Liverpool .....	5	0	0	1	1	0
Constable the late Marmaduke, Esq. ....	50	0	0			
Cooke Mr. Isaac, Liverpool .....				1	1	0
Corbett the Venerable Archdeacon, Lognor, Salop				3	3	0
Corbett Pantton, Esq., M. P. ....				3	3	0

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Corry the late Right Hon. Isaac	10	10	0			
Cox Thomas, Esq., Derby	30	0	0			
Cracknell Rev. Benjamin, D. D., Weymouth	10	10	0			
Crawson W. D., Esq., Kendal				2	2	0
Cropper James, Esq., Liverpool	51	10	0			
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Cruickshank Mr. Alexander, Edinburgh				1	1	0
Cunningham Rev. J. W., Harrow				3	3	0
Cunningham Rev. Francis, Pakefield, Suffolk	10	10	0			
Ditto, additional in 1822	5	0	0			
Correy Edmund, Esq., Gloucester house	10	10	0			
C. S. S.	40	0	0			
Durham the Bishop of (V.P.)	31	10	0			
Dalton Colonel, Gloucester house	31	10	0	5	3	0
Dutton, Joseph Esq., Liverpool	31	10	0			
Dealtry Rev. W., Clapham				3	3	0
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D. C. A.	50	0	0			
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Gell Rev. Philip, Matlock .....	10	10	0			
George John, Esq., Stockwell common .....	10	10	0			
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Headley Lady .....				3	3	0
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Inglis James, Esq., Norwood .....	10 10 0	
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Ludlam the late William, Esq. ....	10	10	0			
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Milton the Lord Viscount, M. P. (V.P.) .....	31	10	0			
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Macaulay General .....	31	10	0	3	3	0
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Mortlock John, Esq., Oxford street .....	10	10	0			
Ditto, ditto, additional, 1822 .....	10	10	0			
Mosey Miss, Beverley .....				1	1	0
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Ditto, additional, 1822 .....	5	0	0			
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Ditto additional in 1823 ....	25	0	0			
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Ditto additional in 1823 ....	25	0	0			
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## FORM OF A BEQUEST.

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